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Tuesday, March 5, 1968
Phalguna 15, 1889 (Saka)

LOK SABHA DEBATES

Fourth Session
(Fourth Lok Sabha)

सत्यमेव जयते

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LOK SABHA

Tuesday, March 5, 1968/Phalguna 15, 1889 (Saka)

The Lok Sabha met at Eleven of the Clock

MR. SPEAKER *in the Chair.*

ORAL ANSWERS TO QUESTIONS

TAKING OVER OF CLOSED PLANTATIONS

*421. SHRIMATI† SUSEELA GOPALAN :
SHRI P. P. ESTHOSE :
SHRI UMANATH :

Will the Minister of COMMERCE be pleased to state :

(a) whether Government have considered the question of bringing plantations under the purview of the Industries (Development and Regulation) Act, 1951 in order to take over closed plantations; and

(b) if so, the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) and (b). It is understood that the Industries (Development & Regulation) Act 1951 cannot be applied for taking over the management of closed plantations.

SHRIMATI SUSEELA GOPALAN : May I know whether Government are considering any steps to take over these sick plantations that have been closed, as a result of which thousands of workers are being rendered jobless ? May I know whether Government will consider bringing forward some measure similar to the Textile Corporation Act ?

SHRI MOHD. SHAFI QURESHI : I do not know to which particular plantation the hon. Member is referring, whether it is the cashew plantations or the tea plantations or the coffee plantations. If she has the cashew plantations in mind...

SHRIMATI SUSEELA GOPALAN: I am referring to the tea plantations.

SHRI MOHD. SHAFI QURESHI : The position is that only two plantations were closed, and no workers were thrown out of job because those very workers were employed by the very same proprietor in his new estates. So, Government are keeping a strict and regular watch on these developments, and we are saying that the States should be given more powers to take over these mismanaged estates.

SHRI S. K. TAPURIAH : An atmosphere of terror and tension is developing in the high ranges of the Kerala tea plantations where the Marxists are conducting labour agitations. With your permission I may quote from a newspaper.

It says :

> "In British-owned tea estates in Munnar in the Kerala high ranges, Marxists are reportedly holding to ransom both the management and non-Marxist workers. What has happened in the name of labour dispute threatens to undermine law and order in the area and shake the confidence of employers."

May I know from the hon. Minister how much these terrorist activities have contributed to the closure of tea plantations in that area ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : As my colleague has mentioned, only two tea estates were closed last year. The labour affected was employed in the other tea estates. Obviously, this was not because of any large-scale labour disturbance.

SHRI A. SREEDHARAN : This Government always vociferously talks about socialism, particularly on the eve of the elections. A large number of plantations in Kerala are being owned today by vested interests, in fact, by eastern and European interests. Whenever they do not want to run the plantations or whenever they want to crush down the rights of labour, they trot out

excuses and close down the plantations. This has become a part of the industrial life of our State. Against this background, I would like to ask what steps Government propose to take or whether Government have under consideration any step to take over those plantations when they are closed down and also whether Government have under consideration any proposal to nationalise the plantations owned by European interests.

SHRI MOHD. SHAFI QURESHI : So far as the rubber plantations are concerned, the total area is about 4,07,000 acres. Hardly 6.7 per cent of this is owned by sterling companies. There was a strike by labour, but it was not only in relation to the sterling companies but in all the plantations. So, there is no question of any large share being owned by the sterling companies so far as the rubber plantations are concerned. I wish to make it clear that there are no troubles so far as the rubber plantations are concerned.

SHRI A. SREEDHARAN : I did not refer to rubber plantations; I referred to plantations in general tea plantations in particular.

SHRI MOHD. SHAFI QURESHI : We have not received any complaints of trouble from Kerala plantations.

श्री मु० आ० खां: चाय के जो बागात हैं इन में से कितने स्टर्लिंग कम्पनी के बागात हैं ? मैं यह भी जानना चाहता हूं कि केनिया वगैरह से जो हिन्दुस्तानी वापिस आ रहे हैं उसकी वजह से कि जो बुरा सलूक उनके साथ वहां हो रहा है और जो उनकी प्रापर्टी जब्त की जा रही है उसको देखते हुए क्या सरकार विचार कर रही है कि स्टर्लिंग कम्पनीज के कब्जे में जो चाय के बागात हैं उनको जब्त करके इन हिन्दुस्तानियों को जिन की प्रापर्टी वहां जब्त कर ली गई है दे दिया जाए ?

श्री मुहम्मद शफी कुरेशी : जितने टोटल एरिया में इस वक्त चाय की काश्त होती है उसमें से तीन लाख साठ हजार एकड़ एरिया स्टर्लिंग कम्पनीज के तहत हैं और 4 लाख 82 हजार 402 एकड़ रकबा हमारे अपने हिन्दुस्तानी लोगों की मिलकियत में है।

जहां तक इसका ताल्लुक है कि हम यहां उनकी जायदादों को जब्त करके उन लोगों को कम्पेंसेट करें जिन को केनिया से निकाला जा रहा है, इससे उसका कोई ताल्लुक नहीं है और न इस किस्म की कोई कार्रवाई की जा सकती है।

SHRI RANGA : Are the labour conditions of service such as wages, dearness allowance, supply of rice and other rationed commodities the same on these plantations as on the government plantations in Kerala ? Also, do not these plantations come in the category of industries defined in the Industries (Development and Regulation) Act and is not that Act intended to cover plantations also ?

SHRI MOHD. SHAFI QURESHI : It is for the State Governments concerned to see whether the Minimum Wages Act is implemented in their States. The Centre also keeps a watch on the activities of the plantations.

SHRI RANGA : It he does not have information, let him say so. I asked whether the labour conditions there are not different from those in the Government-managed estates.

SHRI MOHD. SHAFI QURESHI : Conditions differ from plantation to plantation. Recently I was in Kerala and I was really distressed to see that the minimum wage paid to a coir worker is sometimes about 60P per day for 9 hours of work. But how is the Centre responsible for it ? It is for the State Government to see that the Minimum Wages Act is implemented.

SHRI K. M. ABRAHAM : Are Government prepared to let the workers' co-operative societies manage these estates ? Secondly, do Government know of mismanagement in the Kannan Devan Tea Estate, Munnar, which is run by British interests ? If so, do they intend taking over the management of that company ?

SHRI MOHD. SHAFI QURESHI : As I have already stated, Government have no mind at this stage to take over the management of these estates. In case Government feel otherwise, the Tea Act will have to be amended.

SHRI JYOTIRMOY BASU : Do not disturb the masters—that is their policy.

SHRI S. K. TAPURIAH : Mao is *their* master.

SHRI BEDABRATA BARUA : In Assam, the European owners of the tea gardens have made the gardens profitably sick by neglecting extension and rehabilitation and also seeking to grow tea elsewhere, in Africa and other places. If this process continues, all our efforts at developing tea there will come to nought. Are Government aware of this move on the part of the European interests in tea plantations? If so, what steps do they propose to take to put a stop to this deliberate negligence which will destroy our tea industry and help the growth of the tea industry elsewhere to our deteriment?

SHRI MOHD. SHAFI QURESHI : The Tea Board is keeping a regular watch over the activities of these estates owned by Indians as well as by sterling companies. I should inform my hon. friend that tea production has not gone down. We are having a record production of 380 million kg. this year. That shows that the tea plantations are working properly.

SHRI LOBO PRABHU : Would the hon. Minister kindly clarify that nationalisation involves inconsistency with two of their policies : first, inviting foreign capital into this country, second, our foreign exchange position which is so bad that we have to beg to get our food? Is it the intention of Government to go against this policy? Secondly, is Government aware that its own plantations, I refer to Suratgarh Farm which our dear friends from Russia have endowed us, and our own farms are working at a loss? Are they thinking that plantations are going to work at a profit when their farms are working at a loss?

SHRI DINESH SINGH : The hon. member knows that the Question Hour is for giving facts and not discussing policy matters.

SHRI LOBO PRABHU : This is not policy. This is a simple question. You answer if you can. If you cannot answer, you can say so.

SHRI RANGA : Sir, he should answer the question.

MR. SPEAKER : About Suratgarh, how can he answer?

SHRI RANGA : Government plantations.

MR. SPEAKER : If there are Government plantations, he is asking about that, not policy matters.

SHRI DINESH SINGH : I would not have cared what the hon. member was asking, but I am sorry...

SHRI LOBO PRABHU : I certainly protest against this. I am entitled to ask a question, and the Minister has got to give an answer to it. He must withdraw this. I will move a motion of privilege against him. He has no business to cast any aspersions.

SHRI DINESH SINGH : I think it is the height of bad manners to lose temper like this.

SRI LOBO PRABHU : You can also show better manners.

SHRI DINESH SINGH : All I was saying was...

SHRI HEM BARUA : During the Question Hour a member has the right to elicit information, but then, the Minister does not enjoy the right to castigate a member, saying that he lost his temper.

MR. SPEAKER : All I can say is that nobody should lose temper.

SHRI BAL RAJ MADHOK : He should not evade the question.

SHRI LOBO PRABHU : You have to protect a member against this.

SHRI HEM BARUA : The Minister should not sidetrack the issue by castigating the member or levelling personal attacks.

MR. SPEAKER : I entirly agree with you, that is why I say nobody should get angry.

SHRI DINESH SINGH : All I was saying was that there are certain directions of the Speaker, and I was only putting it to you whether I was supposed

to go into policy matters. I shall abide by your directive. I was not meaning any disrespect to any hon. member.

MR. SPEAKER : He may answer the other part of the question.

SHRI S. K. TAPURIAH : The rule does not say he should cast aspersions.

SHRI DINESH SINGH : So far as the question is concerned, my colleague has gone into certain details and explained that we do not have power to take over the plantations, that we are not proposing to bring any legislation to take over the plantations. Where does this question arise? That was my whole point. Suratgarh Farm is a farm and is being dealt with by another ministry. The hon. member knows very well that it is being dealt with by another ministry. What was the point in relating it to this question? We have explained that we do not have the legislation at the moment to take over plantations; we are not proposing to bring any legislation.

श्री देवेन सेन : क्या मंत्री महोदय बताने की कृपा करेंगे कि क्या चाय का निर्यात घट गया है या नहीं, चाय का उत्पादन घट गया है या नहीं और चाय-बगीचों में काम करने वाले मजदूरों की तादाद घट गई है या नहीं ?

SHRI DINESH SINGH : My colleague informed the House just now that the yield of tea has gone up this year.

श्री देवेन सेन : मैंने पूछा है कि क्या चाय का उत्पादन घट गया है या नहीं और क्या चाय-बगीचों में काम करने वाले मजदूरों की तादाद घट गई है या नहीं ।

श्री मुहम्मद शफी कुरेशी : जहां तक चाय के बागों में काम करने वाले मजदूरों का ताल्लुक है, उनकी तादाद नहीं घटी है और जहां तक चाय की पैदावार का सवाल है, इस साल आल-टाइम रिकार्ड है—380 मिलियन किलोग्राम की पैदावार हुई है ।

SHRI JYOTIRMOY BASU : Sometime ago, Government spent lakhs of rupees and set up a plantation enquiry commission and that commission had submitted a valuable report. Especially one gentleman, late Mr. Sivaswamy made specific recommendations about sick and unprofitable plantations. May I ask the Government whether they have gone through those recommendations and what steps are taken to implement those recommendations?

SHRI MOHD. SHAFI QURESHI The recommendations are before the Government and it is looking into them. My hon. friend knows about these things, if not a tea planter, he has been himself a very good tea taster in London. We have done a lot to improve tea estates not only in the Eastern region but in South India also.

SHRI HEM BARUA : Is it not a fact that in some areas in Kulu and Kangra Valley tea produced is of inferior quality and is it not also a fact that thousands of maunds of tea are lying there because of some relaxation in the rules of the Plantation Act? Are the Government going to save tea plantations in those area from being closed?

SHRI MOHD. SHAFI QURESHI : I require notice.

SHRI HEM BARUAI : Is it not a fact that a committee under the chairmanship of Mr. P. C. Borooah was appointed sometime back to enquire into the problems of tea plantations and to suggest means to encourage the export of tea to foreign countries and if so, what are the problems of the tea industry which the committee had pinpointed in its report?

SHRI MOHD. SHAFI QURESHI : Tea plantation industry has got many problems : the question of having new plantations in place of old plantations, supply of fertilisers, insecticides and fungicides; sprinkler irrigation, development of new export markets in the face of competition from other countries, etc. The report has not come yet. It will be considered when it comes.

INDIAN TRADE DELEGATIONS SENT ABROAD

*422. SHRI PREM CHAND VERMA : Will the Minister of COMMERCE be pleased to state :

(a) the number of trade missions sents abroad during the year 1967-68;

(b) the number of trade missions which came from abroad to India during the above period;

(c) the number of trade agreements renewed and the number of fresh agreements concluded;

(d) the increase in trade resulting from the visits of these missions; and

(e) the expenditure in foreign exchange incured on the trade missions going abroad during the above period?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) 16 trade missions were sent abroad from India during the year 1967-68.

(b) 18 trade missions came to India during the above period.

(c) 10 Trade Agreements/Arrangements were renewed or extended and 3 fresh Agreements/Arrangements were concluded.

(d) There are a number of factors contributing to the increase or decrease in trade. It is difficult to isolate the effect of visits of the delegations and conclusion of Trade Agreements.

(e) The expenditure in foreign exchange incurred on these Trade Missions going abroad during the year 1967-68 is about Rs. 78,000.

श्री प्रेम चंद वर्मा : मैं यह जानना चाहता हूं कि विदेशों में हमारे जो ट्रेड हाई कमिश्नर हैं, वे व्यापार को बढ़ाने के बारे में क्या काम करते हैं; किस किस देश में स्थित हमारे ट्रेड हाई कमिश्नर के बारे में सरकार को यह शिकायत मिली है कि वे अपनी जिम्मेदारियों को ठीक तरह से नहीं निभाते हैं और क्या सरकार सब ट्रेड हाई कमिश्नरों के काम से संतुष्ट है, अगर नहीं, तो वह इस सिलसिले में क्या ठोस कदम उठाने जा रही है, ताकि व्यापार को बढ़ाने में मदद मिले।

श्री मुहम्मद शफी कुरेशी : हमारे हाई कमीशन या एम्बेसीज के साथ कमर्शल एटेशीज या काउन्सलर होते हैं, जो तिजारत और कारोबार वगैरह के काम की देख-भाल करते हैं। हमारे पास जो इत्तिला इस वक्त तक आई है, उसके मुताबिक यहां से जो ट्रेड मिशन या ताजिरों के डेलीगेशन बाहर जाते हैं, उन की हर मुमकिन मदद की जाती है। हमारे पास इस बारे में कोई शिकायत नहीं आई है।

श्री प्रेम चंद वर्मा : मैं मंत्री महोदय से जानना चाहता हूं कि 1966-67 में कुल कितनी रकम का माल एक्सपोर्ट किया गया था, उस के मुकाबिले में 1967-68 में ट्रेड मिशनों की कोशिशों से कितनी बढ़ोतरी हो कर कुल कितनी रकम का माल एक्सपोर्ट हुआ है और 1968-69 में ज्यादा माल एक्सपोर्ट हो उसके लिए गवर्नमेंट क्या इन्तजामात कर रही है और इस साल कितने ट्रेड मिशन बाहर भेजने की योजना है?

श्री मुहम्मद शफी कुरेशी : पहला सवाल जो है इस का अगर मैं जबाब दूं तो तकरीबन सारा क्वेश्चन अवर उसी में खर्च हो जायेगा। अगर मुअज्जिज मेम्बर साहब चाहें.......

(व्यवधान)।

श्री हुकम चन्द कछवाय : टालिए मत जवाब को। ....(व्यवधान)

SHRI MOHD. SHAFI QURESHI: I have the figures. I will take country-wise.

MR. SPEAKER: No, no. You can place it on the Table of the House. You said the whole Question Hour will be taken up by you if you were to give the details.

SHRI MOHD. SHAFI QURESHI: I will have to give the details of each country.

श्री प्रेम चन्द वर्मा : मैंने टोटल एमाउंट पूछा है, उस से मालूम हो जायेगा कि बढ़ा है या घटा है।

श्री मुहम्मद शफी कुरेशी : तमाम कन्ट्रीज के आंकड़े तो मैं नहीं दे सकता लेकिन कुछ कंट्रीज़ के आंकड़े मेरे पास मौजूद हैं। बल्गेरिया

की ट्रेड फिगर अगर आप लें तो 1963 में 33 मिलियन वहां पर एक्सपोर्ट था और अब की एक्सपोर्ट बढ़ के 165 मिलियन हो गया है। इसी तरीके पर चेकोस्लोवाकिया का एक्सपोर्ट 1963 में 138 मिलियन था और अब की वह बढ़ कर 392 मिलियन तक पहुंच चुका है। इसी तरह जी० डी० आर०, हंग्री, पोलैंड, रूमानिया, यूगोस्लाविया, यू० ए० आर०, अल्जीरिया, अदन, ईराक इन तमाम कन्ट्रीज़ के आंकड़े मेरे पास हैं। मैं यह आंकड़े टेबल पर रख दूंगा।

श्री प्रेम चन्द वर्मा : सवाल के बाकी हिस्से का जबाब दे दीजिए। उसका जवाब नहीं दिया।

वाणिज्य मंत्री (श्री दिनेश सिंह) : अध्यक्ष महोदय, जहां तक पहला सवाल माननीय सदस्य का था, आम तौर पर मेरे साथी ने कहा है, वह आंकड़े आप ने उन को आज्ञा दी है, वह सदन के पटल पर रखेंगे, लेकिन मोटे तौर पर मैं बता दूं कि पिछले साल के मुकाबिले में इस साल लगभग 7 परसेंट की वृद्धि हमारे एक्सपोर्ट में हुई है। जहां तक उन्होंने कहा है कि कितने और ट्रेड मिशन इस साल जायेंगे तो अभी हम कह नहीं सकते हैं कि कितने ट्रेड मिशन हम को भेजने की जरूरत होगी। सदन इस को समझेगा कि कुछ तो ट्रेड मिशन जाते हैं जो कि हमारे ट्रेड ऐग्रीमेंट होते हैं उनके बारे में बात करने और कुछ और हम को ट्रेड मिशन भेजने पड़ते हैं कुछ खास मौके पर कुछ खास चीजें बेचने के लिए। पिछले मर्तबे जब कि अरब और इजरायल में झगड़ा हुआ था उस के बाद हम ने ट्रेड मिशन कुछ भेजे थे अरब मुल्कों में जिस से कि उन को सामान खरीदने में सुविधा हो। ऐसे ट्रेड मिशन के बारे में पहले से नहीं कह सकते हैं कि कितने भेजे जायेंगे। यह तो जैसी आवश्यकता होती है जिस चीज को बेचने में उसी हिसाब से भेजे जाते हैं।

श्री रवि राय : क्या मंत्री महोदय बतायेंगे कि कुछ दिन पहले महीदा के नेतृत्व में 4 कांग्रेसी सदस्य पूर्वी अफ्रीका गए थे अनौपचारिक ढंग से एक प्रतिनिधि-मंडल ले कर के और वह जब वहां गए तो उनके पास बिल चुकाने के लिए विदेशी मुद्रा नहीं थी तो इस प्रतिनिधि-मण्डल में कौन-कौन थे और पी० फार्म किस ने दिया तथा बिल चुकाने के लिए पैसा किसने दिया ?

श्री दिनेश सिंह : अध्यक्ष महोदय, मुझे इस के बारे में जांच करनी पड़ेगी। आप चाहें तो मैं जांच कर के सदन को दे दूंगा।

श्री मधु लिमये : आप को पता नहीं है इसका ? सद्भाव और व्यापार बढ़ाने के लिये गए थे। ...... **(व्यवधान)**।

MR. SPEAKER : Order, order. They saw me also. I need not answer the question.

SHRI N. K. SOMANI : The selection of members for the various trade delegations is made on all considerations except merit with the result that whatever reports they submit on their arrival back are of a mediocre quality and, what is worse, even on those reports there is absolutely no feed back and follow-up on behalf of the Government of India. In view of this, may I know whether the Government has set up any Organisation to review the progress on various matters after the arrival of these trade teams?

SHRI DINESH SINGH : The hon. Member knows that some of these trade delegations are sent on a governmental basis. They go to examine our trade relations with those countries. They submit their reports and they are gone into in great detail. I am happy to say that I cannot garee with the hon. Member that these reports are valueless. So far as trade missions in which trade also participate are concerned, we consult the Export Promotion Council. It is not as if we arbitrarily select some people. It is done by the Trade Promotion Councils and, as the hon. Member knows very well, when they recommend something in their report, it is

considered and implemented wherever possible.

SHRI P. GOPALAN : We are having trade representatives and Attaches in our embassies in foreign countries to promote our trade with those countries which entails a huge expenditure. Yet, our government is occasionally sending trade missions to foreign countries. Does it mean that our trade representatives and other trade officials attached to our Embassies have failed in their duties? If so, is it not time to wind up such establishments?

SHRI DINESH SINGH : They are two entirely different functions. The trade representatives in our diplomatic missions have different functions to perform from the trade missions that go from here. Our trade representatives are officials looking after our continuing interests, sending information, intervening on our behalf and on behalf of our trade, whenever necessary. The trade missions go either to discuss trade agreements or to promote trade in certain aspects. This cannot be done by the resident people there.

SHRI K. NARAYANA RAO : May I know whether the exchange of trade missions have resulted at least in finding certain markets, some openings, for the new products for export purposes?

SHRI DINESH SINGH : Yes, Sir.

SHRI BAL RAJ MADHOK : In view of the fact that the increase in trade, which the hon. Minister referred to just now, has taken place mainly in the case of the East European countries and Russia, and that too because they have accepted rupee payment, because of which they are purchasing a large number of our goods at cheap rates and then those goods are re-routed to other countries whereby our trade is being adversely affected with those countries, in view of this fact, may I know if this kind of thing will be stopped and that political considerations will be kept in the background and the commercial and economic interest of the country will be kept uppermost in entering into trade relations with other countries? Secondly, is it a fact that most of the Trade Attaches in our Embassies are people who have nothing to do with trade and, therefore, they cannot serve the purpose for which they are appointed? So, may I know whether any step has been taken to see that people who have real understanding of commerce and trade are appointed as trade representatives?

श्री दिनेश सिंह : जहां तक माननीय-सदस्य का पहला सवाल है· · · ·

कुछ माननीय सदस्य : अंग्रेजी में बोलिए।

MR. SPEAKER : He put the question in English.

श्री दिनेश सिंह : अध्यक्ष महोदय, आप ने इतना रुपया खर्च कर के ट्रांसलेशन की सुविधा प्रदान की है। माननीय सदस्य हिंदी में बोल सकते हैं तो मैं भी हिन्दी में बोल सकता हूं।

जहां तक कि उनका पहला सवाल था कि जो हमारा ऐग्रीमेंट है पूर्वी यूरोप के देशों के साथ, मैं नहीं समझता हूं कि उन से किसी तरह से कोई नुकसान हो रहा है। बल्कि उस से हमारे निर्यात में बहुत बढ़ती हुई है। जो हम से सामान ले कर कहीं और बेचने की बात माननीय सदस्य ने कही जिस को कि स्विच ट्रेड कहते हैं उसकी कुछ कभी-कभी शिकायतें आती हैं। सोवियत रूस से कोई शिकायत नहीं आई, कुछ और देशों से आई थी, उस की हमने जांच की, जहां पर जो आवश्यकता पड़ी, उसकी हम ने व्यवस्था की। लेकिन मेरे कहने का मतलब यह है कि इस की वजह से कोई मुमानियत नहीं है। ऐसी बात नहीं है कि और देशों को सामान नही बेच सकते हैं, वहां नहीं बेच पाते हैं, तब उसको इधर बेचने की कोशिश करते हैं। इससे हमारा निर्यात बढ़ता है। मैं समझता था कि माननीय सदस्य इस में तारीफ करेंगे कि अच्छा काम कर रहे हैं, लेकिन उन्होंने इस को भी शिकायत में शामिल कर लिया।

जहां तक दूसरे सवाल का सम्बन्ध है, मैं यह कहना चाहता हूं कि आम तौर से जितने हमारे व्यापार सम्बन्धी कार्यकर्ता हैं, जो हमारे विदेशी मिशनों में हैं, वे सब गवर्न-

मेंट के अफसर होते हैं और सभी देशों का ऐसा ही नियम है। बल्कि माननीय सदस्य अगर उस रिपोर्ट को देखें, जो ब्रिटिश-फौरन सर्विस ने कुछ महीने हुए निकाली है, उस में उन्होंने कहा है कि इस तरह की जितनी बाहर के मिशनों की सर्विसें हैं, उन सब जगहों को फौरन-सर्विस के लोगों से ही मैन करना चाहिये। इस लिये मैं यह कहना चाहता हूं कि यह जरूरी नहीं है कि व्यापारियों को हम वहां रखें, वहां पर हमारे व्यापार को बढ़ाने के लिये हमारे कर्मचारी भी मदद कर सकते हैं।

श्री शिव चन्द्र झा : क्या इधर हाल में कोई इंडियन ट्रेड मिशन फर्टीलाइजर खरीदने के लिये जापान गया था? यदि गया था, तो उस ने कौन-सा एग्रीमेंट किया है, किन शर्तों पर कितना फर्टीलाइजर खरीदा जायेगा और उस पर कितना फारेन एक्सचेंज खर्च होगा।

श्री दिनेश सिंह : जहां तक खाद का सवाल है, हमारी तरफ से कोई ट्रेड मिशन वहां गया हो—ऐसी कोई सूचना मेरे पास नहीं है। यदि खाद्य मंत्रालय या पैट्रोलियम मंत्रालय की तरफ से गया हो, तो मुझे पता लगाना पड़ेगा।

SHRI D. C. SHARMA: Sir, I am very happy to hear that we are having very good trade with the East European countries which are Communist countries. May I ask the hon. Deputy Minister whether any attempt has been made to export goods other than primary goods, semi-processed goods and traditional goods to the West European democracies like England, France and other countries?

SHRI MOHD. SHAFI QURESHI: We have made efforts to shift from the traditional to non-traditional exports, and I can inform this House that against global tenders we have been successful in achieving certain very good results. We have succeeded in getting orders for non-traditional goods from West European countries also.

श्री श्रीचन्द गोयल : हमारे यहां से जो ट्रेड मिशन विदेशों में जाते रहे हैं, उनकी असफलता आज एक मानी हुई बात है। मैं यह पूछना चाहता हूं कि दिल्ली के अन्दर पिछले लगभग महीने डेढ़ महीने से जो बहुत बड़ा सम्मेलन "अनटाड" के नाम से चल रहा है, क्या उसका लाभ उठा कर किसी प्रकार के ट्रेड एग्रीमेंट्स दूसरे देशों के साथ किये गये हैं। बजाय इस के कि हमारे मिशन्ज वहां जा कर प्रयत्न करें, इस अवसर का हम ने क्या लाभ उठाया है, कितने ट्रेड एग्रीमेंट्स भारत के हित में किये हैं इन विदेशों से आये हुए व्यापारियों के साथ?

श्री दिनेश सिंह : आप जानते हैं कि अभी वह सम्मेलन चल रहा है, उस से क्या फायदा होगा, इस के लिये मैं अनुरोध करूंगा कि सम्मेलन के खत्म होने तक प्रतीक्षा करें। जो भी फायदा होगा, वह सदन के सामने आ जायेगा।

जहां तक ट्रेड एग्रीमेंट्स का सवाल है, कुछ देशों के साथ, जिनके प्रतिनिधि यहां पर आये हुए हैं, हमारी बातचीत चल रही थी और उस के फलस्वरूप कुछ ट्रेड एग्रीमेंट्स पर दस्तखत हुए हैं।

WORKING OF STEEL PLANTS AT ROURKELA, BHILAI AND DURGAPUR

*424. SHRI SITARAM KESRI: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the Steel Plant at Bhilai had incurred a huge loss during the year 1966-67 and if so, the amount thereof;

(b) whether the Steel Plants at Rourkela and Durgapur also incurred loss during the above period;

(c) whether working of these Plants will not affect the repayment of loans; and

(d) whether the causes for the loss have been examined and if so, the steps taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI RAM SEWAK) : (a) to (d). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-341/68].

श्री सीताराम केसरी : अध्यक्ष महोदय, भिलाई, राउरकेला और दुर्गापुर में 1966-67 में बहुत बड़ी हानियां हुई हैं। मंत्री महोदय के कहने के मुताबिक भिलाई में 1 करोड़ 70 लाख रुपये, राउरकेला में 1 करोड़ 90 लाख रुपये और दुर्गापुर में 13 करोड़ 10 लाख रुपये की हानि हुई—राज्य के अन्तर्गत इतने बड़े एम्बीशस प्लांट प्रोजक्ट्स में इतनी भयंकर हानि हुई। मैं यह जानना चाहता हूं कि क्या सरकार ने इतनी बड़ी हानि होने के पहले फोरसी किया था ? यदि फोरसी नहीं किया तो इसकी जिम्मेदारी किन-किन अधिकारियों पर आपने लगाई, या उसकी छानबीन करने के लिये आपने कोई उपाय या योजना एडोप्ट की या नहीं ?

इस्पात, खान तथा धातु मंत्री (श्री डा० चन्ना रेड्डी) : अध्यक्ष महोदय, इन तीनों प्लान्ट्स में जो हानि होती जा रही है, इन में सब से पहला कारण पूरी कैपेसिटी को यूटिलाइज न करने का है, इन-बिल्ट कैपेसिटी आइडल रहती है, यह एक्सेप्टेड बात है। अलबत्ता कुछ ऐसे फैक्टर्स भी आये हैं, जिसमें मेनटेनेन्स वगैरह की वजह से—जैसे दुर्गापुर में मेन्टेनेन्स न करने की वजह से, लेबर ट्रबल की वजह से, इक्विपमेंट में खराबी की वजह से भी नुकसान हुआ है। एक बात मैं अर्ज करना चाहता हूं—हाउस में नुकसानात के बारे में काफी दिलचस्पी दिखाई दे रही है—इस लिये मैं वायदा करना चाहता हूं कि एक लम्बा-पेपर तफसील के साथ हाउस की टेबिल पर रखूंगा और उसके बाद अगर आप इजाजत देंगे तो एक घण्टे की बहस के लिये आपसे खुद दरख्वास्त करूंगा।

श्री सीताराम केसरी : अभी मंत्री महोदय ने बताया कि लेबर के कारण भी ऐसा हुआ है। दुर्गापुर में जो लेबर डिस्प्यूट हुआ और भिलाई में अक्सर होता है, क्या आपके पास कोई ऐसी योजना थी कि जिसके अन्तर्गत वहां पर लेबर को या एम्पलाइज को अनुशासित रखने के लिये आप किसी मिलिट्री मैन को एप्वाइन्ट करना चाहते थे तथा आपने उनको आफर किया और उन्होंने रिफ्यूज किया ?

डा० चन्ना रेड्डी : इस में दो बातें हैं—एक तो लेबर सिचुएश्न से ताल्लुक रखती है, इसके लिये आल इंडिया ऑर्गेनाइजेशन्ज के लेबर लीडर्स से मिनिस्ट्री के साथ हमारे लेबर मिनिस्टर और मैं बात कर रहे हैं और एक ही यूनियन रिकगनाइज करने की दृष्टि से कोई बेसिज बनाने की कोशिश कर रहे हैं। एक आनरेबिल मेम्बर ने एक प्राइवेट बिल भी इन्ट्रोडयूस किया है, मैं उसको भी खुश-आमदीद करता हूं।

जहां तक लेबर के लिये कोई मिलिट्री अफसर एप्वाइन्ट करने की बात है, जैसे तमाम डिपार्टमेंट्स में कुछ एक्सपीरिन्स्ड लोगों को लेते हैं, उसी तरह से यहां लेते हैं, इसका लेबर से कोई ताल्लुक नहीं है।

MR. SPEAKER : The Minister says that he will give more details. Then, he is himself offering a one-hour discussion. Therefore, if all of you permit, I would like to go to the next question.

SHRI JYORTIRMOY BASU: Durgapur plant is losing lakhs of rupees.

MR. SPEAKER : How they are losing, why they are losing, all those aspects can be considered when that discussion comes. Now, let me pass on to the next question.

STATE TRADING CORPORATION OFFICE IN BERLIN

*425. SHRI† RAMAVATAR SHASTRI :

SHRIMATI SUSEELA GOPALAN :

SHRI C. K. CHAKRAPANI :

SHRI A. K. GOPALAN :

SHRI YASHPAL SINGH :

Will the Minister of COMMERCE be pleased to state :

(a) whether the Deputy Minister for Foreign Economy of the German Democratic Republic, Hezz. E. Kattner, had recently expressed dissatisfaction at the inadequacy of the State Trading Corporation's office at East Berlin to cope with the increasing trade between G.D.R. and India;

(b) whether he had also suggested the setting up of permanent trade representation of India at East Berlin to further facilitate the trade between the two countries; and

(c) if so, the action taken thereon ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) No, Sir.

(b) and (c). Do not arise.

श्री रामावतार शास्त्री : अध्यक्ष महोदय, हमारी सरकार की यह नीति है कि तमाम देशों के साथ व्यापार बढ़ाया जाये, लेकिन देखने में यह आता है कि हम पूंजीवादी देशों के साथ स्वच्छन्द रूप से व्यापार कर रहे हैं, लेकिन जहां समाजवादी देशों की बात आती है, वहां अगर-मगर की बात होने लगती है। आपको वहां परमानेन्ट रिप्रेज़ेन्टेटिव बहाल करने में कौन सी दिक्कत आ रही है ? अभी तक आपने वहां परमानेन्ट रिप्रेज़ेन्टेशन बहाल नहीं किया उसकी वजह से व्यापार में कितनी क्षति हुई ?

श्री दिनेश सिंह : अध्यक्ष महोदय, अभी थोड़ी देर पहले हम बता रहे थे कि किस तरह से पूर्वी यूरोप के समाजवादी देशों के साथ हमारा व्यापार बढ़ा है। दूसरी तरफ से तो कुछ यह भी शिकायत थी कि हमने पूंजीवादी देशों से व्यापार बढ़ाया नहीं है . . .

श्री रामावतार शास्त्री : समाजवादी देशों से नहीं बढ़ाया है, यह मैंने कहा।

श्री दिनेश सिंह : इसी का जवाब दे रहा हूं। हर एक समाजवादी देश में हमारा व्यापार बढ़ा है। जहां तक डिमोक्रैटिक रिपब्लिक आफ जर्मनी का सवाल है, जिसके बारे में कि माननीय सदस्य का सवाल है, उनसे खुद हमारा व्यापार बहुत ज्यादा बढ़ चुका है। मैं आपसे अर्ज करूं कि सन् 1953 में हमारा पूरा व्यापार 1.2 मिलियन रुपये था जोकि सन् 1967 में (केवल जनवरी से सितम्बर तक ही) बढ़कर 321.75 मिलियन हो गया। कितनी बड़ी बढ़ोतरी हुई है, माननीय सदस्य स्वयं देख सकते हैं।

जहां तक माननीय सदस्य के इस प्रश्न का सम्बन्ध है कि वहां पर हमारा कोई परमानेंट दफ्तर कायम नहीं है, तो यह बात सच नहीं है। हमारा इंडियन ट्रेड आर्गेनाइजेशन वहां पर काम कर रहा है।

श्री रामावतार शास्त्री : स्टेट ट्रेडिंग कारपोरेशन वहां पर है यह तो बताया गया लेकिन वहां पर कोई परमानेंट बन्दोबस्त नहीं किया गया इसीलिए मैंने पूछा कि इस सम्बन्ध में आपके सामने क्या कठिनाई है ?

श्री दिनेश सिंह : स्टेट ट्रेडिंग कारपोरेशन का भी स्थायी काम है। अब माननीय सदस्य का परमानेन्ट से क्या मतलब है, मैं नहीं समझ सकता।

SHRIMATI SUSEELA GOPALAN : May I know from the Minister why there is no permanent trade representative there and why the Government is reluctant to appoint a permanent trade representative there despite the fact that trade between these two countries is increasing year after year ? Are they reluctant because of the pressures from West Germany ?

SHRI DINESH SINGH : I think, the question is why we do not have a Government trade representative there. The answer is that so far we do not have any diplomatic relations with that country.

SOME HON. MEMBERS : Why is it ?

MR. SPEAKER : That is a different matter.

SHRI C. K. CHAKRAPANI : In view of the fact that trade between the GDR and India is increasing, will the Minister consider the recognition of GDR in the interest of our economy and our country ?

SHRI DINESH SINGH : The hon. Member will appreciate that that is a much bigger political question, not limited to the Ministry on whose behalf I am answering just now.

SHRI H. N. MUKERJEE : I hope, the Minister appreciates that he is a member of a Cabinet which formulates co-ordinated decisions—he is presumed to. Anyhow, may I know how is it that this Commerce Minister finds it impossible to remove the discrepancy where we are treating the GDR, which on his own computation has helped us more than considerably in advancing our export trade which means a great deal on the part of a country which itself is industrially very highly advanced, why is it that we are treating that country as a second class country so to speak and not having full diplomatic relations because that is bound to have its repercussions on the increase of mutual trade ? From that point of view may I know how is it that the Commerce Ministry is so supine in this regard as to take no steps to correct the proceedings ?

SHRI DINESH SINGH : I entirely agree with the hon. Member when he says that our trade has increased considerably and that we are being helped to that extent by the Democratic Republic of Germany in our export promotion. I also appreciate the point as he has asked me to appreciate it. But I am unable to say in this brief moment that you have allotted to me why we have not diplomatically recognised the German Democratic Republic. It has its history. The hon. Member is a keen student of history and he knows all the points. It has been discussed and debated in this House several times.

श्री महाराज सिंह भारती : अध्यक्ष महोदय, वेस्ट जर्मनी के साथ आराम से अपना बिजनेस कर लेते हैं और हमें कोई एतराज नहीं होता। पूर्वी जर्मनी के साथ भी हमारे दीर्घकालीन समझौते हुए हैं, बहुत सी बुनियादी चीजें वे हम को देंगे, बहुत सी चीजें हम उनको देंगे तो जिस मुल्क को हमने तिजारत के लिए जरूरी समझा है, जिसके साथ लम्बे समझौते किए हैं, अगर हम कहें कि वह मुल्क मुल्क ही नहीं है तो वह एक बड़ी अजीब सी स्थिति हो जाती है। मैं यह जानना चाहता हूं कि हमारे भारत के हितों की सुरक्षा के लिए—आप उनको मान्यता नहीं दे रहे हैं, यह आपका विषय भी नहीं है—कम से कम तिजारत के लिए एक मुस्तकिल खेमा तो वहां पर बना देना चाहिए ताकि तिजारत तो सुरक्षित रहे, इसमें क्या कठिनाई है ?

श्री दिनेश सिंह : कोई कठिनाई नहीं है। मजबूत खेमा वहां पर गाड़ दिया है।

श्री महाराज सिंह भारती : मकान बनवाइये। आपने तो वहां पर टैन्ट ही लगाया है।

SHRI VISWANATHA MENON : May I know whether the trade representative of G.D.R. at Madras is not allowed to have their flag on the motor car and, if so, why ?

SHRI DINESH SINGH : I do not know, Sir.

SHRI S. S. KOTHARI : Would the hon. Minister kindly inform the House whether increasing trade ties with East Germany would result in West Germany reducing the aid that it is giving to India and whether any representation to that effect has been received from West Germany ?

SHRI DINESH SINGH : No, Sir.

मैसर्स ओवाल इंडस्ट्रीज के साथ गन्धक का सौदा

*426. **श्री मधु लिमये :** क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) मैसर्स ओवाल इंडस्ट्रीज के साथ गन्धक का सौदा श्री एम० आर० दत्त और मेजर विपिन के खन्ना के अनुरोध पर अथवा उनके प्रभाव के कारण किया गया था और मैसर्स अमरज्योति नामक नई फर्म में श्रीमती दत्त को भागीदार बनाकर कमीशन के रूप में 11 लाख रुपये कमाने के उद्देश्य से वह नई फर्म बनाई गई थी; और

(ख) यदि हां, तो श्री दत्त मेजर खन्ना और उनके मन्त्रालय के सम्बन्धित अधिकारियों तथा राज्य व्यापार निगम के विरुद्ध क्या कार्यवाही करने का विचार है ?

वाणिज्य मंत्री (श्री दिनेश सिंह) : (क) राज्य व्यापार निगम के मैसर्स ओवाल इंडस्ट्रीज के साथ गन्धक के सौदे के सम्बन्ध में सरकारी उपक्रम समिति ने जांच की थी। उसका प्रतिवेदन पहले ही सभा के समक्ष है ।

(ख) समिति के विचारों तथा सिफारिशों पर सरकार द्वारा विचार किया जा रहा है और शीघ्र ही उन्हें सरकार के विचार भेज दिये जायेंगे ।

श्री मधु लिमये : क्या मंत्री महोदय को इस बात का पता है कि स्टेट ट्रेडिंग कारपोरेशन ने यह जो सलफर के बारे में करार किया था उस मामले की जांच करने के लिए मेरे द्वारा कई दफा विनती करने पर विशेष रूप में आपने यह स्टेट ट्रेडिंग कारपोरेशन का मामला पब्लिक अन्डरटेकिंग्ज कमेटी के पास भेजा और उनकी एक विशेष रपट आयी है, कोई साधारण रपट नहीं । तो मैं जानना चाहता हूं कि क्या सरकार 15 दिनों के अन्दर, इस विशेष रपट में जो विशेष सिफारिशें की गई हैं, उन पर विचार करके अमल करने की दृष्टि से कार्यवाही करेगी और पब्लिक अन्डरटेकिंग्ज कमेटी को भी उसके बारे में इत्तला भेजेगी ?

श्री दिनेश सिंह : अध्यक्ष महोदय, इसके सम्बन्ध में आपने जो नियम बनाए हैं वह तो सदन को मालूम ही हैं। यह विशेष रपट दिसम्बर में हमारे सामने आई है। जैसा मैंने अभी अर्ज किया, जो उन्होंने सिफारिशें की हैं, जो बातें कही हैं, उन पर सरकार विचार कर रही है। इसका समय भी सरकार को दिया गया है ।

श्री मधु लिमये : कितना समय दिया गया है ?

श्री दिनेश सिंह : शायद मार्च तक का समय दिया गया है। इस समय के अन्दर ही, हमारे जो कुछ विचार हैं, वह हम इस समिति के सामने रख देंगे ।

श्री मधु लिमये : इस कमेटी ने अपनी रपट में कहा है—बहुत लम्बी रपट है—एक ही वाक्य मैं पढ़ता हूं :

"The Committee finds that very little scrutiny was exercised by the STC and officers of the Ministries concerned on merits of the offer."

यानी सल्फर के बारे में है ।

"The decision of the Secretaries concerned related to the acceptance of the offer at 55 dollars per tonne which was higher than the rate at which purchases had been made previously."

उसके साथ-साथ मैं कहूंगा कि किसी भी विदेशी कम्पनी के साथ करार करते समय उस कम्पनी की पृष्ठभूमि पहले जान लेनी चाहिए। इसके ऊपर भी कमेटी ने जोर दिया है । मैं अब मंत्री महोदय से एक साधारण प्रश्न पूछ रहा हूं ।

क्या इस रपट की रोशनी में स्टेट ट्रेडिंग कारपोरेशन के लिए कोई प्रक्रिया नियम आप ने बनाये हैं जिनके अन्तर्गत अब यह लाजिमी होगा, अनिवार्य होगा कि किसी भी विदेशी कम्पनी के साथ बड़ा करार करने के पहले उस

कम्पनी के बारे में जो पृष्ठभूमि है उसकी जानकारी पहले हासिल की जायेगी ताकि सल्फर करार की पुनरावृत्ति बार-बार न हो, देश की बदनामी न हो और देश को विदेशी मुद्रा में घाटा न सहना न पड़े ?

श्री दिनेश सिंह : अध्यक्ष महोदय, माननीय सदस्य के सवाल के जवाब में मैं यह कहना चाहता हूं कि इसके लिए पहले भी नियम थे और उनका कड़े तरीके से पालन किया जाये इसके लिए कहा जा चुका है। जहां तक समिति की रपट का सवाल है आप जानते हैं कुछ कह नहीं सकता हूं जब तक कि वह मामला समिति को हम अपने विचार न देकर वहां से वह खत्म न हो जाय।

SHRI JYOTIRMOY BASU *rose*—

MR. SPEAKER : Next Question ... Mr. Kalita.

SHRI JYOTIRMOY BASU : No supplementary !

IMPORT SUBSTITUTION

*427. SHRI DHIRESWAR KALITA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the drive for import substitution has led to any reduction of import of components and raw materials required for the Indian industries in the last two years; and

(b) if so, the extent of reduction made in the import and the amount of foreign exchange saved thereby ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH): (a) and (b). Yes, Sir. The drive for the import substitution is a continuous process and as a result of the organised measures taken it has been possible to achieve a sizeable reduction in the import of components and raw materials in a number of industries. The saving in foreign exchange on this account during the year 1966-67 has been estimated to be of the order of Rs. 32 crores.

SHRI DHIRESWAR KALITA : What he has said is totally wrong because according to the *Economic Times* of 28th December, 1967, the Engineering Association of India, in their Memorandum, have submitted, "Imported machinery worth Rs. 600 crores during 1966-67 and Rs. 270 crores in the past six months of 1967-68..." What the Minister has said, I think, is not correct. I want to know what measures the Government of India have taken up till now to reduce imported component parts.

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : It has been pointed out that, so far as we are concerned, import substitution is a facet of our policy, the object of which is to increase the production of indigenous articles in our country and with that end in view, particularly after the Chinese aggression and the conflict with Pakistan, we have been steadily taking steps in order to manufacture things in our own country. As I pointed out, there was a saving of about Rs. 32 crores in the year 1966-67. So far as the present year is concerned, the figures are not available, but we are likely to get a foreign-exchange saving of about Rs. 35 crores. A large number of steps have been taken. We have a large number of items on the 'banned list' where no import is allowed. Also, every encouragement is given for the indigenous production of goods which can be manufactured here. Not only with regard to these goods, but also in regard to non-ferrous metals and so on, we have taken steps for substitution of those articles by research and by using other methods so that their substitutes may be available in our own country and we may not import these non-ferrous metals from outside.

SHRI K. LAKKAPPA : The hon. Minister is full of contradictions.

SHRI DHIRESWAR KALITA : Up till now, the hon. Minister has got no information. So, my submission remains and my statement is correct and his statement is not correct.

May I know the names of the industries where Government have given

licence for manufacture of import-substitutes ?

SHRI F. A. AHMED : I have a long list which will indicate the items where we have completely banned the imports. I shall place it on the Table of the House. The figures given by me are correct.

SHRI S. R. DAMANI : May I know whether the banned list has been drawn in consultation with the engineering industry ?

SHRI F. A. AHMED : They are also taken into consultation from time to time. The banned list is not a fixed or rigid thing; it is a changing one; as we are able to increase the production in our own country, we increase the number of items in the banned list.

SHRI S. K. TAPURIAH : The intention as expressed by the hon. Minister are good, but unfortunately the actions are otherwise. In spite of there being a stock of many items here and over-production and over-capacity, goods are being imported in large quantities. To give only two examples, the aluminium and cable industries are working below capacity and they have reduced the prices also to a very considerable extent, but these two items have been imported in huge quantities this year. May I know from the hon. Minister the industries which are suffering from over-production or from recession, as he may like to call it, the items manufactured by them which are still being imported ? May I know the names of such industries and the value of such imports ?

SHRI F. A. AHMED : It may be true that certain items which we are manufacturing in our own country, as for instance, cables which the hon. Member has mentioned, are being imported. But as I have said already, the transactions in respect of those items had been entered into long before this action was taken, and, therefore, we are allowing them.

Secondly, there is a package deal in certain cases of foreign aid, and unless and until those articles are purchased from those countries, the entire aid will not be available to us. It is only in those hard cases that we have allowed the imports of those items.

SHRIMATI SHARDA MUKERJEE : I think the hon. Minister has at last admitted what his difficulty is. Is it a fact that the policy of import-substitution which is executed side by side with import-liberalisation has made the situation so complex that many of the small industries and even the bigger industries which were trying to bring about import-substitution have stopped making any such effort. In fact, a number of small industries have been put out of commission because import licences have been given. How do Government expect to have success in either this or that if the policy of import liberalisation as well as import-substitution are parallel ? May we have some kind of clarification from the hon. Minister ?

SHRI F. A. AHMED : So far as the policy of import liberalisation is concerned, I think it is not incompatible with import-substitution, because we have liberalised imports only in respect of those raw materials and components and parts which we consider are essential and will not clog the wheel of industry in our country. Only those items are allowed to be imported as are not available in our country or the manufacture of which will cost us very much.

Secondly, I may also point out that because of devaluation now it is very profitable for those people engaged in those industries to search for components and spare parts and raw materials that are being manufactured in our own country instead of trying to have them from outside. We are also increasing the number of items on the banned list where we find from our enquiries from the industry and from our own research that those items can be indigenously manufactured in our own country. So. I submit that the policy of liberalisation has only been undertaken in order to see that the industry is not stopped, and it is not incompatible with the policy of import-substitution.

SHRI JYOTIRMOY BASU : I am distressed to find the Minister's lack of insight into the running of foreign industries. They are all theoreticians.

श्री हुकम चन्द कछवाय : मैं जानना चाहता हूं कि जब से आपने यह तय किया है कि जो चीज हम यहां तैयार कर सकते हैं वह विदेशों से नहीं मंगायेंगे, तब से आपने कितने प्रतिशत प्रगति की है ? क्या यह भी सही है कि जो चीज यहां तैयार होती है वह भी काफी मात्रा में आज भी विदेशों से मंगाई जाती है ? इसको आगे के लिये रोकने के लिये आप ने क्या कार्रवाई की है ? क्या आप का एग्रीमेंट है कि इतने साल तक आप सामान बाहर से लेंगे, और जब चीज यहां तैयार होती है तो उसको बाहर से क्यों मंगाया जाता है ?

श्री फखरुद्दीन अली अहमद : इससे पहले मैंने कहा कि हम सिर्फ उन्हीं चीजों को इम्पोर्ट करते हैं जिन में बिल्कुल ऐड का सवाल है और जो कि उस वक्त इसमें दाखिल की गई थीं जब कि पहले कंट्रेक्ट वगैरह हुये थे। आइन्दा जो कंट्रेक्ट वगैरह हो रहे हैं उन में हम उन चीजों को इम्पोर्ट नहीं करेंगे जो हमारे मुल्क में पैदा होती हैं। जो थोड़े-से आइटम रह गये हैं उन पर हम हर महीने गौर करते हैं और भारत के आइटम बढ़ाते जा रहे हैं।

श्री हुकम चन्द कछवाय : मैंने पूछा था कि कितने प्रतिशत प्रगति की ।

WRITTEN ANSWERS TO QUESTIONS

INDO-CEYLON COLLABORATION

*423. SHRI MOHAN SWARUP : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that India and Ceylon have agreed to co-operate in the field of shipping, ship-building, textiles, electricity and port facilities;

(b) if so, the details thereof; and

(c) the manner in which the two countries propose to cooperate ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) No such decision has been taken so far.

(b) and (c). Do not arise.

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INDUSTRIAL POLICY RESOLUTION

*428. DR. RANEN SEN : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether there is any proposal under consideration to revise the Industrial Policy Resolution of 1956; and

(b) if so, the changes proposed to be made in the Resolution ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) and (b). The question whether the Industrial Policy Resolution of 1956 would require to be amended or amplified is under Government's consideration.

भारतीय माल का गुण-प्रकार

*429. **श्री ओ० प्र० त्यागी** : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत में निर्मित अधिकतर वस्तुएं विदेशों में निर्मित वस्तुओं की तुलना में घटिया गुण-प्रकार की हैं, जिसके परिणामस्वरूप देश में भारतीय वस्तुओं की अपेक्षा विदेशी वस्तुओं की मांग अधिक है; और

(ख) यदि हां, तो भारतीय वस्तुओं के गुण-प्रकार को सुधारने के लिए सरकार ने क्या कार्यवाही की है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जी, नहीं । कुछ उपभोक्ता वस्तुओं को छोड़कर जिनका उत्पादन देश में इन्हें निम्न प्राथमिकता दिये जाने के कारण अभी पर्याप्त रूप से नहीं हो रहा है, देश के अन्य उत्पादों के घटिया किस्म के होने की कोई भी शिकायतें नहीं मिली हैं ।

(ख) भारतीय उत्पादों की किस्म को बनाए रखने का सुनिश्चय करने के लिए सरकार भारतीय मानक संस्था तथा अन्य सम्बद्ध संस्थाओं के जरिये उनके विशिष्ट

विवरणों को निरन्तर कायम रखने तथा उनके पालन का ध्यान रखती रही है। उत्पादकों को उनके कारखानों में किस्म नियन्त्रण तथा निरीक्षण विभागों की स्थापना करने की दिशा में उनका पथ-प्रदर्शन किया जाता है तथा सहायता दी जाती है ताकि निर्धारित मानकों तथा किस्म को बनाए रखने का सुनिश्चय किया जा सके।

EXPORT OF PROCESSED FOODSTUFFS

*430. SHRI R. BARUA: Will the Minister of COMMERCE be pleased to state:

(a) the names of countries to which India is exporting processed food preparations and the nature thereof;

(b) the value of processed food products exported to each country during the year 1967;

(c) the amount of foreign exchange earned therefrom during the above period; and

(d) whether Government have taken any steps to provide facilities to the exporters to boost exports of processed foodstuffs?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (d). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-342/68].

STOCK OF YARN WITH TEXTILE MILLS

*431. SHRI P. GOPALAN:
SHRI K. RAMANI:
SHRI A. K. GOPALAN:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government are aware that huge stocks of yarn have accumulated with the textile mills in the Southern region;

(b) if so, total quantity thereof;

(c) whether this has created crisis in the textile mills; and

(d) if so, the steps taken by Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). The production of yarn in the mill sector in the Southern region comprising of Madras, Andhra Pradesh, Mysore, Kerala and Pondicherry is about 2.25 crores kilograms per month. The stocks at the end of August, September, October, November and December, 1967, were 1.14, 1.23, 1.12, 1.01 and 1.23 crores kilograms respectively. These stocks, which represent about a fortnight's production, are not considered alarming.

(c) No, Sir.

(d) Does not arise.

EUROPEAN COMMON MARKET

*432. SHRI CHENGALRAYA NAIDU:
SHRI ANBUCHEZIAN:
SHRI DEIVEEKAN:

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the European Common Market has introduced several measures to ease trade with the developing countries particularly with India and Pakistan;

(b) if so, the measures thereof;

(c) how far India will be benefited by these measures; and

(d) the steps which have been taken by Government to utilize the concessions offered by the European Common Market?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) No, Sir.

(b) to (d). Do not arise.

EDUCATIONAL FACILITIES FOR CHILDREN OF RAILWAY EMPLOYEES

*433. SHRI B. K. DASCHOWDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether educational facilities are provided for the children of railway employees serving at remote places where there are no schools nor colleges;

(b) whether there is any provision of hostels attached to railway schools for the out-station students; and

(c) if so, the reasons for not providing hostels on the North-east Frontier Railway?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Educational assistance is provided in such cases.

(b) and (c). No hostels have been provided in Railway schools except in the case of Oak Grove School, Mussoorie.

FREE TRADE ZONE

*434. SHRI HIMATSINGKA:
SHRI YASHPAL SINGH:

Will the Minister of COMMERCE be pleased to state:

(a) whether a free trade zone is proposed to be established on the east coast of India;

(b) if so, the port on which it is proposed to be set up; and

(c) the details thereof?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) No, Sir.

(b) and (c). Do not arise.

BOKARO STEEL LTD.

*435. SHRI D. N. PATODIA:
SHRI MANIBHAI J. PATEL:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that the Managing Director of the Bokaro Steel Ltd. was recently gheraoed and the progress of the project has been hampered as a result of the disturbances;

(b) whether a month's delay in the construction work of the project would cost the Exchequer a loss of nearly Rs. 2 crores;

(c) whether the existing situation is congenial for the smooth working of the project and whether the work is being carried on according to the schedule; and

(d) if not, the steps taken in this regard?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) to (d). No, Sir. Only a demonstration was staged before the Administrative Building on the 8th February, 1968, for some time. Thereafter the demonstrators went in procession to the plant site, stopping work for a short while. Some obstruction was made in certain places in the Cooling Pond area, but on the whole, work in the plant is proceeding smoothly and according to schedule. The question of any loss due to this interference does not arise as the interference in the work was very little, only in a Section, and even that has been restored. The situation at the plant site is normal.

DURGAPUR STEEL PLANT

*436. SHRI MANIBHAI J. PATEL:
SHRI E. K. NAYANAR:
SHRIMATI SUSEELA GOPALAN:
SHRI K. RAMANI:
SHRI JYOTIRMOY BASU:
SHRI S. M. BANERJEE:

Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that a number of workers of Durgapur Steel Plant were laid off in the month of February, 1968;

(b) if so, the number of workers and the number of days for which they were laid off; and

(c) the reasons for the same and the financial loss sustained by the Plant and whether any solution of the problem has been found to ensure that such a situation does not arise in future?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) and (b). Workers numbering 496 belonging to the Operation, Despatch and Maintenance Sections of the Merchant Mill of D.S.P. were laid off with effect from February 9, 1968. The lay off is still continuing.

(c) Continuous slow down since December 31, 1967 by the Crane Drivers of the Merchant Mill Despatch Section and lightning illegal strike by a section of the workers of the Mill created a situation whereby the working of the Mill was paralysed and the Management was unable to provide normal work to the workers of the Mill. In consequence, the Management had to lay off the workers.

The Lay off entails a loss of production valued at about Rs. 4.5 lakhs per day.

Such situations can be averted only if the labour cooperate fully with the Management in maintaining production on an even keel.

EXPORT OF PEPPER

*437. SHRI S. R. DAMANI: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that in spite of the devaluation of rupee, the exports of Pepper have fallen sharply; and

(b) if so, the steps proposed to be taken to boost the export of Pepper?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) and (b). Exports of Pepper have shown a declining trend during the last year. Efforts are being made to reach an agreement on export prices with other producing countries. Publicity and other such export promotion measures are also being taken by the Export Promotion Council.

ROURKELA STEEL PLANT

*438. SHRI K. P. SINGH DEO: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that some West German engineers have joined the Rourkela Steel Plant to assist in the maintenance of the new rolling mills forming part of project's expansion scheme;

(b) whether it is also a fact that some more engineers are also likely to join the Steel Plant shortly;

(c) if so, the number of engineers who have joined and the number of engineers who are likely to join the Plant; and

(d) the reasons for inviting German engineers when Government are facing the question of absorbing unemployed Indian engineers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METAL (SHRI P. C. SETHI): (a) to (d). Hindustan Steel Ltd. have decided to secure the services of about 60 German technicians subject to a maximum of 880 man months so as to ensure smooth commissioning, operation and maintenance of the new and highly sophisticated rolling mills being set up at the Rourkela Steel Plant under the current expansion programme of the Plant. Of these, 22 technicians have already arrived and the others are expected to reach the Plant shortly. The employment of these foreign technicians has been considered necessary by the Company for the initial period of the commissioning and operation of these mills as suitable Indian engineers possessing the requisite background, training and experience are not available.

RIOT AT MALAD STATION (WESTERN RLY.)

*439. SHRI VISHWA NATH PANDEY:
SHRI M. L. SONDHI:
SHRI GEORGE FERNANDES:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that angry commuters ran riot at Malad suburban Station on the 16th February, 1968 indulging in stone-throwing and arson and they burnt down the Railway booking office and set fire to three coaches of a local train;

(b) if so, the causes thereof; and

(c) the total amount of loss to the railway property?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Yes, Sir.

(b) The commuters demanded that 9 coach-trains should be run instead of 6 coach-trains and that all fast trains should stop at the Malad Station.

(c) Rs. 6 lakhs approximately.

Gazetted Cadre for Purchase Organisation on Indian Railways

*440. SHRI RAJDEO SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the report of the sub-committee appointed by the Railway Board for determining the Gazetted cadre on the Indian Railways for purchase organisation has been received;

(b) if so, when Government's decision is likely to be implemented;

(c) whether this sub-committee has been made some recommendations about the non-gazetted staff also; and

(d) if so, the decision taken thereon?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, Sir.

(b) The report has been received very recently and the same is still under examination.

(c) Yes, Sir.

(d) Does not arise in view of remarks against (b) above.

Textile Industry

*441. SHRI KANWAR LAL GUPTA :
SHRI UMANATH :
SHRI M. L. SONDHI :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that some of the textile mills have been closed down recently and some others are likely to be closed down particularly in Gujarat;

(b) if so, the reasons therefor: and

(c) the steps taken by Government to revive them ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) to (c). Owing to various reasons, such as inefficient management, financial difficulties, labour disputes, uneconomic working, etc., some cotton textile mills always remain closed at any given time of the year. Recently there have been no serious developments in Gujarat. During November, 1967. to January, 1968, 14 miles closed down while 10 mills were re-opened.

2. Government are fully alive to the situation and they have been taking over mis-managed or closed mills under the provisions of the Industries (Development and Regulation) Act. 1951. The Cotton Textile Companies (Management of Undertakings and Liquidation or Reconstruction) Act, 1967, has also been enacted to enable Government to liquidate such companies and to sell the undertaking as a running concern. It also provides for the re-construction of the Company in suitable cases and the Government acquiring interest in them. Textile Corporation is also proposed to be set up to manage mills taken over under the above mentiond acts.

3. The Government of Gujarat have appointed a Committee, under the Chairmanship of their Chief Secretary, to recommend Government guarantees to banks for advance of loans to textile mills. This Committee has already recommended guarantees in the case of certain mills, while the cases of some other mills are under its consideration. Another Committee has been appointed by the State Government under the Chairmanship of Shri Manubhai Shah, to suggest a programme for renovation and modernisation of marginal textile mills in the State.

Trade Relations with Latin American Countries

*442. SHRI RAMAVATAR SHASTRI : Will the Minister of COMMERCE be pleased to state :

(a) whether the question of improving India's trade relations with Latin American countries has been considered by Government; and

(b) if so, the steps take in this direction ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) The question of improving India's trade with Latin American countries, as with other countries, is constantly under review of the Government.

(b) The steps take in this direction recently include the conclusion of Trade Agreements with Argentina and Brazil, participation in the Pacific International Trade Fair at Lima (Peru), the despatch of a representative of STC to discuss supply of railway equipment to Uruguay etc. We are also considering the visit of an Indian Jute Delegation to Latin America and the improvement of shipping facilities with this region.

EXPORT OF ENGINEERING GOODS

*443. DR. RANEN SEN : Will the Minister of COMMERCE be pleased to state :

(a) the steps taken by Government to boost the export of engineering goods to foreign countries;

(b) whether there has been any increase in the export of engineering goods during the last one year;

(c) if so, to what extent; and

(d) the additional foreign exchange earned as a result of the increase in exports ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Some specified steps taken by Government to boost exports of engineering goods are :—

(i) A scheme of cash assistance ranging from 10 to 25% of the f.o.b. value of exports; in addition, additional cash assistance of 5% to 10% is allowed in respect of selected items of export on the condition of better export performance by not less than 10% over export performance of the previous year;

(ii) Under the Import Replenishment Policy, non-indigenous components/raw materials used in the manufacture of the product exported are allowed to be imported against exports;

(iii) Supply of indigenous iron and steel at international prices for production of fabricated products for export is allowed;

(iv) For dealing with bulk exports orders and turn-key export projects consortia of engineering industries have been set up, in certain sectors;

(v) Railway freight concession is allowed in case of selected items;

(vi) The Engineering Export Promotion Council—a body sponsored by the Government affords facilities to the exporters for Market Surveys, sending delegations and Sales Teams abroad, publicity in India and abroad, participation in fairs and exhibitions abroad, etc.

(b) to (d). Exports of engineering goods during the calendar year 1966 and 1967 are as indicated below :

1966 Rs. 25.20 Crores (US $ 39.6 mill.).

1967 Rs. 31.03 Crores (US $ 41.4 mill.).

भारतीय वस्तुओं की किस्म

*444. श्री ओ० प्र० त्यागी : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि प्रतिस्पर्धा न होने के कारण भारतीय वस्तुओं की किस्म में सुधार नहीं हो रहा है;

(ख) क्या सरकार को यह भी पता है कि प्रतिस्पर्धा न होने के कारण औद्योगिक क्षेत्र में एकाधिकार है; और

(ग) यदि हां, तो क्या सरकार का विचार लाइसेंसिंग प्रणाली को उदार बना कर औद्योगिक एकाधिकार समाप्त करने का है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) और (ख). जी, नहीं । वर्तमान नीति यह है कि एक ही क्षेत्र की वस्तुएं बनाने के लिये काफी संख्या में निर्माताओं को मंजूरी दी जाये जिस में वस्तुओं की किस्म और मूल्य दोनों की दृष्टि से उसमें प्रतिस्पर्धा का निश्चय किया जा सके ।

(ग) लाइसेंस देने वाले उपबन्धों को लगातार उदार किया जा रहा है जिसमें और बातों के साथ-साथ उद्योग के किसी भी क्षेत्र में एकाधिकार बनाने से रोका जा सके ।

MANUFACTURE OF TAMPING MACHINES

*445. SHRI CHENGALRAYA NAIDU :

SHRI ANBUCHEZHIAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that India has manufactured tamping machines for making the trains run faster and smoothes;

(b) whether any test has been made;

(c) if so, when it is likely to be used; and

(d) how many such machines are likely to be manufactured in the country during the year and the cost thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes, Sir.

(b) Similar types have been tested.

(c) The first of the machines manufactured in India is expected to be put into use by April, 1968.

(d) Twelve machines are expected to be manufactured during the year and the approximate cost of each machine is Rs. 6.20 lakhs.

CATERING SERVICE ON RAILWAYS

*446. SHRI D. N. PATODIA: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the catering service on the Railways is running at a loss;

(b) if so, the quantum of loss incurred by the railways during 1966-67;

(c) how many of catering services are run departmentally and how many are given out on contract; and

(d) how the departmental catering service costs as compared to the services given out on contract?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Catering service on the railways is of two types namely—

(i) Service through catering contractors.

(ii) Service through departmental catering. Information regarding profits and losses of (i) above is not available but as regards (ii) above it is a fact that losses have been incurred every year since the inception of departmental catering except for the years 1963-64 and 1966-67 when profits were made.

(b) There was no loss to the railways on account of departmental catering in the year 1966-67. On the other hand there was a profit of Rs. 1.19 lakhs.

(c) Departmental catering obtains at 97 stations and on 26 pairs of trains. Catering by Contractors is provided at 2,802 stations and on 23 pairs of trains.

(d) Details of cost of service by contractors are not maintained by the Railways. It is, therefore, not possible to indicate the comparative position.

PILFERING OF GOODS FROM WAGONS AT MOGHULSARAI RAILWAY YARD

*447. SHRI S. R. DAMANI :
SHRI S. K. TAPURIAH :
SHRI NANJA GOWDER :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that pilfering of goods from wagons at Moghulsarai Railway Yard has assumed alarming proportions; and

(b) if so, the measures which Government propose to take to prevent this pilferage ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No Sir. The position is that in the year 1967, the Government Railway Police, Moghalsarai, registered 18 cases of theft of goods from wagons at Moghalsarai involving property worth Rs. 8,983.30 P. as against 50 cases involving property worth Rs. 27,507 registered by them in 1966. Police investigation resulted into arrest of 32 persons in 1967 and 21 in 1966.

(b) To keep crime under control various preventive measures are being taken by way of guarding the loaded sealed wagons, armed patrolling of vulnerable pockets, collection of crime intelligence, and surveillance over known suspects and criminals.

HEAVY ELECTRICAL PLANTS

*448. SHRI R. BARUA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government are considering some proposal to establish a consortium of heavy electrical plants to carry out sales promotion of electrical goods;

(b) if so, the main features thereof; and

(c) when a final decision is likely to be taken in the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) and (c). While the scope of activities of the proposed consortium is still under consideration, the main objective is that it should undertake turnkey jobs and also cater to outside markets. A final decision is expected shortly.

CULTIVATION OF RUBBER IN ANDAMAN AND NICOBAR ISLANDS

*449. SHRI D. N. PATODIA :
SHRI P. C. ADICHAN :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the Andaman and Nicobar Islands have great potentialities for large scale cultivation of rubber;

(b) whether any steps have been taken to exploit it; and

(c) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir.

(b) and (c). A preliminary project outline covering about 30,000 acres has been prepared. It is proposed to plant 6,000 acres with rubber at an estimated cost of Rs. 265 lakhs during the Fourth Plan period. A Research-*cum*-Development Station, covering about 500 acres in South Andaman, has been sanctioned at an estimated cost of Rs. 40 lakhs. Out of these 500 acres about 475 acres have already been planted.

व्यापारिक कामों के लिये राष्ट्रीय नेताओं के नामों का प्रयोग

2805. श्री बसवन्त : क्या वाणिज्य मंत्री यह बताने की कृपा करेंग कि :

(क) क्या राष्ट्र य नेताओं के न मों की कोई सूची तैयार की गई है ताकि व्यापारिक कामों के लिय राष्ट्रीय नेताओं के नामों और राष्ट्रीय चिन्ह का प्रयोग करने से जनता को

रोका जा सके और यदि हां, तो उसका ब्यौरा क्या है;

(ख) क्या यह सच है कि महाराष्ट्र सरकार ने उपर्युक्त सूची में छत्रपति शिवाजी का नाम शामिल करने का सुझाव दिया है; और

(ग) यदि हां, तो उस सुझाव को अस्वीकार किये जाने के क्या कारण हैं ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरेशी) : (क) राष्ट्रीय नेताओं के नामों की कोई सूची तैयार नहीं की गई। किन्तु प्रतीक और नाम (अनुचित प्रयोग का निवारण) अधिनियम, 1950 के अधीन, व्यापारिक प्रयोजनों के लिये, राष्ट्रपति, प्रधान मन्त्री, महात्मा गांधी, पंडित जवाहरलाल नेहरू के नामों का तथा राष्ट्र चिन्हों का प्रयोग अथवा चित्रण वर्जित किया गया है। व्यापार चिन्ह रजिस्ट्री की नीति भी व्यापार तथा पण्य चिन्ह अधिनियम, 1958 के अधीन राष्ट्रीय नेताओं के नामों अथवा चिन्हों को व्यापार चिन्ह के रूप में पंजीकृत करने की नहीं है।

(ख) जी, हां। महाराष्ट्र सरकार ने प्रतीक तथा नाम (अनुचित प्रयोग का निवारण) अधिनियम, 1950 के अन्तर्गत छत्रपति शिवाजी महाराज का नाम शामिल करने का सुझाव दिया है और भारत सरकार ने इस सुझाव को मान लिया है।

(ग) प्रश्न नहीं उठता ।

Paints and Varnish Manufacturing Factories

2806. SHRI BABURAO PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number, names and places of foreign and Indian owned factories manufacturing paints and varnishes in India with capital investments, names of directors, details of foreign collaboration, if any, of each unit;

(b) the names and particulars of products with their quantity and value produced by each unit annually during the last 3 years;

(c) the value of products exported annually with the names of countries during the above period by each unit; and

(d) the amount of foreign exchange allowed annually during the last 3 years to each manufacturing unit and particulars of items imported with their specified purpose?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d). The information is being collected and it will be laid on the Table of the House.

Paints and Varnish Manufacturing Factories

2807. SHRI BABURAO PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the amount of profit remitted to foreign countries annually during the last five years by foreign-owned companies manufacturing paints and varnishes;

(b) the number of employees and annual wage bill, company-wise;

(c) the number of foreigners employed, their salaries and their annual remittances overseas, company-wise; and

(d) the amount of annual profit by the manufacturers during the last 3 years, company-wise?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d). The information is being collected and it will be laid on the Table of the House.

Match Factories

2808. SHRI BABURAO PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY

AFFAIRS be pleased to state :

(a) the number, names and places of foreign and Indian-owned factories manufacturing matches in India with capital investments, names of directors, details of foreign collaboration, if any, of each unit;

(b) the names and particulars of products with their quantity and value produced by each unit annually during the last 3 years;

(c) the value of products exported annually with names of countries during the last 3 years by each unit; and

(d) the amount of foreign exchange allowed annually during the last 3 years to each manufacturing unit and particulars of items imported with their specific purpose ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) In the organised sector there are six mechanised and fifty-seven (57) non-mechanised units. Besides these units in the organised sector, there are about 1,140 non-mechanised factories producing safety matches in the hand-made and cottage sectors, in the country. The details regarding the names and addresses of the units in the organised sector are given in the statement (Annexure I) laid on the Table of the House. [*Placed in Library. See* No. LT-343/68]. The following 2 Companies are producing safety matches with foreign collaboration :—

1. M/s. Western India Match Co. Ltd., Bombay.
2. M/s. Assam Match Co. Ltd., Bombay.

Details regarding capital investment, names of Directors and foreign collaboration in respect of these two units are given in the statement (Annexure II) laid on the Table of the House. [*Placed in Library. See* No. LT-343/68].

(b) The production and the ex-factory value of safety matches produced by the various units in the organised sector during the last 3 years are given below :—

	(million boxes of 50 sticks.)		
	1965	1966	1967
Mechanised sector	4267	4308	4104
Non-mechanised sector	1080	1358	*1066
TOTAL :	5347	5666	*5171
Ex-factory value		(Rs. in crores)	
Mechanised sector	8.15	9.33	9.98
Non-mechanised sector	2.06	2.94	*2.60
TOTAL :	10.21	12.27	12.58

*Estimated

(c) The total exports of safety matches during the last 3 years are as follows :—

1964-65—Rs. 1,94,055/-
1965-66—Rs. 16,486/-
1966-67—Rs. 10,400/-

The main countries to which safety matches are exported are Iran, Nepal, Nigeria, U.K., Ceylon and Malaysia.

(d) Details of foreign exchange allowed to the various units in the organised sector during the last 3 years are given below :—

		(Rupees in lakh)	
	1965-66	1966-67 (upto 29.2.68)	1967-68
Mechanised sector	4.86	26.40	12.84
Non-mechanised sector	1.75	4.39	2.60
TOTAL :	6.61	30.79	15.44

It may be stated that the above foreign exchange has been utilized for the import of red phosphorus by all the units in the organised sector, as also the import of spare parts by the mechanised units alone.

MATCH FACTORIES

2809. SHRI BABURAO PATEL : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the amount of profits remitted to foreign countries annually during the last five years by the foreign-owned match manufacturing companies;

(b) the number of employees and the annual wage bill, company-wise;

(c) the number of foreigners employed, their salaries and their annual remittances overseas, company-wise; and

(d) the amount of annual profit by the manufacturers during the last 3 years, company-wise?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (d). The information is being collected and it will be placed on the Table of the House.

Decontrol of Cement

2810. SHRI BABURAO PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the date on which cement was decontrolled and the date on which control was again imposed with precise reasons why the policy of decontrol was revised so soon;

(b) the salient features of the investment, constitution and working of the Cement Corporation of India with names, designations, salary and emoluments of its 20 top officers and places where its offices are situated;

(c) whether the Cement Corporation has plans of its own to expand its activities by acquiring cement factories in the public sector and if so, to what extent and when; and

(d) the names and places of cement factories in the country at present with the amount of annual production of each unit and its value with names of three top Directors of each company?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Cement was decontrolled with effect from 1-1-66 and control has again been imposed under the Cement Control Order, 1967 with effect from 1-1-68. The reasons for revision of this policy were given in the statement made by the Minister of Industrial Development and Company Affairs on the Floor of the House on 23rd December, 1967. A copy of the statement is at Annexure I which is laid on the Table of the House. [*Placed in Library. See* No. LT-344/68].

(b) The information regarding the salient features of investment, constitution and working of the Cement Corporation of India is contained in the Reports and Accounts of the Corporation for the year ended 31-3-67 copies of which are available in the Parliament Library. The subscribed and paid-up capital is at present Rs. 3,35,16,000/-. The particulars of the Corporation's top officers are given in the statement at Annexure II along with the location of its various offices which is laid on the Table of the House. [*Placed in Library. See* No. LT-344/68].

(c) No, Sir.

(d) The particulars of existing cement factories regarding names, location, production during 1967 with f.o.r. prices are furnished in the statement at Annexure III which is laid on the Table of the House. [*Placed in Library. See* No. LT-344/68]. The information regarding three top Directors of each company is being collected and will be laid on the Table of the House.

Export of Commodities

2811. SHRI K. M. KOUSHIK: Will the Minister of COMMERCE be pleased to state:

(a) the commodities that are exported at a price less than the domestic prices of those commodities;

(b) the prices of such commodities in the domestic and foreign markets;

(c) whether losses on account of price differential are subsidised by Government; and

(d) if so, in what manner?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Commodities are normally exported at prices determined by factors of inter-

national marketing and competition. Individual exporters may sometimes be exporting at prices prevailing in the international markets which are lower than prices prevailing in domestic markets.

(b) Government do not generally maintain information regarding price differentials, as domestic and foreign prices vary from market to market and on account of other factors.

(c) and (d). Losses on exports on account of price differential are not subsidised. But Government have been extending assistance to exporters of selected products to overcome handicaps inherent in the present stage of development of the economy.

WIDENING OF UNDER-BRIDGE NEAR NIZAMABAD RAILWAY STATION

2812. SHRI M. N. REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the latest progress made in regard to the widening of under-bridge near Nizamabad, South Central Railway Station;

(b) whether the plans and estimates were prepared for the above purpose and communicated to the State Government and City Municipality of Nizamabad; and

(c) how much time is required for the completion of this work?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The joint inspection of the site has since been carried out by the Railway and the concerned Road authority.

(b) No; plans and estimate for the work could not be finalised so far due to the State Government/Nizamabad Municipality having not communicated their decision to the proposal together with the centage charges as required under the extant rules.

(c) It is too early to indicate at this stage.

NIZAMABAD RAILWAY STATION

2813. SHRI M. N. REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons booked from Nizamabad Railway Station during the last three years;

(b) the number of passenger tickets sold from this Station during the last three years, year-wise;

(c) whether Government are aware of the inconvenience caused to the public for want of sufficient accommodation and proper sanitation in the 1st Class Waiting rooms of this station; and

(d) the measures Government propose to take into the matter?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA):

(a)	*Year*	*Number of wagons booked*
	1965	5612
	1966	5008
	1967	5765

(b)	*Year*	*Number of Passenger Tickets sold*
	1965	903016
	1966	962375
	1967	996105

(c) Yes.

(d) The question of the extension of the upper class waiting room at Nizamabad Railway Station is receiving urgent attention, and the proposal is likely to be included in the Works Programme of 1969-70 for execution. With the proposed extension sanitary arrangements will also be improved.

OVER-BRIDGE ON LEVEL-CROSSINGS IN NIZAMABAD (HYDERABAD)

2814. SHRI M. N. REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the traffic jam and great inconvenience and hardship caused to the people of Nizamabad for the lack of an over-bridge on the Railway level-crossing near Gandhi Gunj in Nizamabad;

(b) the daily number of goods and passenger trains passing through this level-crossing in 24 hours;

(c) the number of times the gate on this crossing is closed and the total duration of closure during 24 hours; and

(d) when and how Government propose to relieve this bottleneck ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No; the level crossing across Nizamabad Station Yard near Gandhi Gunj is indeed a busy one, but its gates are closed for about 12 minutes at a stretch only during train movements, on safety considerations.

(b) 22 Numbers.

(c) About 22 times during both day and night involving closure of the level crossing gates for about 4½ hours.

(d) The only feasible remedial measure would be to replace this level-crossing by a road over-bridge. There has been no proposal, so far, from the State Government for such a scheme. As soon as the scheme is finally sponsored by the State Government indicating the relevant priority and allocation of funds towards the road authority's share of the cost, the Railways will simultaneously take appropriate action to take up Railway's portion of the work.

दक्षिण-मध्य रेलवे का इंजीनियरिंग विभाग

2815. श्री ग्ांबले : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) दक्षिण-मध्य रेलवे के इंजीनियरिंग विभाग में प्रथम, द्वितीय तथा तृतीय श्रेणी के पदों पर अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कितने कर्मचारी हैं;

(ख) क्या उस विभाग में उनकी संख्या उनके लिये निर्धारित की गई संख्या के अनुसार है; और

(ग) यदि नहीं, तो उनके लिये आरक्षित अभ्यंश को भरने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क)—

	अनुसूचित जाति	अनुसूचित जनजाति
पहली श्रेणी	1	1
दूसरी श्रेणी	—	—
तीसरी श्रेणी	205	32

(ख) **पहली श्रेणी**—इस संवर्ग में सीधी भर्ती के उद्देश्य से ही प्रतिशतायें निश्चित की गयी हैं और उसकी गणना सभी रेलों के आधार पर की जाती है।

दूसरी श्रेणी—इस विभाग की दूसरी श्रेणी की सेवा में कोई सीधी भर्ती नहीं की जाती ।

तीसरी श्रेणी—जी हां, जहां तक अनुसूचित जाति का सम्बन्ध है।

(ग) **पहली श्रेणी**—चूंकि भर्ती संघ लोक सेवा आयोग द्वारा की जाती है, इसलिए आरक्षित जाति के उम्मीदवारों का कोटा भरने के लिए हर सम्भव उपाय किया जाता है ।

दूसरी श्रेणी—चूंकि इस विभाग में सीधी भर्ती नहीं होती, इसलिए किसी कोटे की व्यवस्था नहीं है ।

तीसरी श्रेणी—अनुसूचित जन जातियों का कोटा भरने के लिए प्रयत्न किये जा रहे हैं ।

धौलपुर-जयपुर रेलवे लाइन

2816. **श्री मीठालाल मीना :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि धौलपुर और जयपुर के बीच करौली, गंगापुर, बामनवास

और लालसोर होती हुई एक नई रेलवे लाइन के सर्वेक्षण के लिये मंजूरी दी गई है;

(ख) यदि हां, तो यह कार्य कब आरम्भ होने की सम्भावना है; और

(ग) इस योजना की मोटी रूप रेखा क्या है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी नहीं।

(ख) और (ग). सवाल नहीं उठता।

दिल्ली–सवाई माधोपुर–कोटा–बड़ौदा–बम्बई रेलवे लाइन पर अतिरिक्त रेल गाड़ी चलाना

2817. **श्री मीठालाल मीना :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम रेलवे की दिल्ली-सवाई माधोपुर-कोटा-बड़ौदा-बम्बई रेलवे लाइन पर चलने वाली गाड़ियों में यात्रियों की बड़ी भारी भीड़ रहती है ;

(ख) क्या एक और अतिरिक्त रेल गाड़ी चलाने का प्रस्ताव है; और

(ग) यदि हां, तो कब ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) इस मार्ग पर चलने वाली मौजूदा गाड़ियों में कुछ भीड़ भाड़ देखी गयी है ।

(ख) और (ग). अपेक्षित सवारी डिब्बों की कमी और नयी दिल्ली/दिल्ली स्टेशन पर अपर्याप्त पर्यन्त सुविधाओं के कारण इस समय एक अतिरिक्त गाड़ी चलाना व्यावहारिक नहीं है ।

HINDUSTAN STEEL LTD.

2818. SHRI D. AMAT : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the total number of employees working in all the Departments under the control of the Hindustan Steel Ltd.;

(b) the total number of employees belonging to Scheduled Castes and Scheduled Tribes, Department-wise; and

(c) their percentage to the total number of employees ?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY) : (a) to (c). Information is being collected and will be placed on the Table of the House.

SALE OF FOREIGN CARS BY S.T.C.

2819. SHRI J. MOHAMED IMAM :
SHRI C. C. DESAI :
SHRI LOBO PRABHU :

Will the Minister of COMMERCE be pleased to state :

(a) the total number of foreign cars offered to the State Trading Corporation by the Embassies and other foreign agencies but rejected by the State Trading Corporation during the years from 1965-66 and 1966-67;

(b) the reasons therefor; and

(c) whether the rejected cars can directly be sold by the Embassies and other foreign agencies ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) 2201 cars were offered to STC for the calendar years 1965, 66 and 67. The Corporation declined purchase of 150 cars during this period.

(b) The Corporation declines to purchase vehicles on the following grounds :

(i) that the cost of the vehicle inclusive of duty payable by the STC and other charges, is higher than the anticipated price which will be obtained if the vehicle is sold in tender; and

(ii) when the general condition of the vehicle and its maintenance are not of acceptable standards.

(c) Yes, Sir.

FOREIGN EXCHANGE FOR ALLOY STEEL PROJECTS

2820. SHRI SHASHI RANJAN: Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Starred Question No. 161 on the 20th February, 1968 and state how much foreign exchange is needed for the two alloy steel projects and what will be its proportion to the Indian money to be incurred on the projects?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): The foreign exchange requirements of the two Projects are currently being re-examined in the light of indigenous availability of equipment.

M/s. BENNETT COLEMAN AND COMPANY LTD.

2821. SHRI BHAGABAN DAS:
SHRIMATI SUSEELA GOPALAN:
SHRI K. RAMANI:
SHRI P. RAMAMURTI:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the late Prime Minister Jawahar Lal Nehru assured that Shri P. L. Shah, the Secretary and Shri K. C. Raman, Production Manager and other employees of M/s. Bennett Coleman and Company will be protected for giving evidence against the management;

(b) if so, whether it is a fact that Government have issued an ordinance for providing reasonable safeguards to these employees which was later enacted as an amendment to the Companies Act;

(c) whether it is a fact that Shri P. L. Shah was prosecuted in a fake case and dismissed; and

(d) if so, steps taken by Government to fulfill the above assurance?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes Sir.

(b) By an Ordinance promulgated on 5th July, 1964, which was later replaced by the Companies (Amendment) Act, XXXII of 1964, Section 635-B was inserted in the Companies Act, 1956, with a view to provide for temporary protection to the employees of the companies, whose affairs were under investigation or in respect of whom proceedings had been launched under Chapter IV-A of Part VI of the Companies Act, 1956.

(c) Shri P. L. Shah, the Secretary and Chief Accountant of the company was prosecuted on a charge under Section 406 of the Indian Penal Code for criminal breach of trust in respect of jewellery worth about Rs. 12 lakhs alleged to have been entrusted to him by Shrimati Rama Jain wife of Shri S. P. Jain. The Additional Chief Presidency Magistrate in his judgement delivered on the 29th July 1966, while holding the accused "not guilty" made the following observation:—

> "The possibility that this case was filed against the accused out of motives of revenge, therefore, is a strong possibility, specially in view of the nature of the story and of the evidence led in support of it. The result, therefore, is that I find the accused not guilty of the offence with which he is charged and acquit him."

The Government of Maharashtra have gone in appeal against this judgement and the case is now pending before the Bombay High Court.

(d) The Board of Directors of this company with dissenting votes of two Government nominated directors passed a resolution on the 24th January to dismiss the following five senior employees after following the procedure laid down under Section 635B:—

(a) Shri P. K. Roy—General Manager.

(b) Shri P. L. Shah—Secretary-*cum*-Chief Accountant.

(c) Shri K. C. Raman—Production Manager.

(d) Shri V. Parameswaran—Asstt. Manager.

(e) Shri T. P. George—Stores Supdt.

They also resolved to suspend them forthwith pending compliance with Section 635B.

The matter was referred to the Companies Tribunal where the Government opposed the company's proposed action against the employees. The Tribunal *vide* their order dated the 14th October 1966, restrained the company from suspending these employees but allowed them to follow the procedure laid down under Section 635B in case they wanted to dismiss them. In pursuance of this decision by the Tribunal the company made a reference to the Company Law Board for the proposed dismissal action which was objected to. The company has filed an appeal against this objection by the Company Law Board under Section 635B which is now pending before the Bombay High Court. The company has also preferred an appeal against the Tribunal's order dated the 14th October 1966 on the suspension point which also is pending in the Bombay High Court. The Government is opposing these appeals.

The Board of Directors, Government directors dissenting, have resolved to withhold payment of the retirement benefits of Shri V. Parameswaran who retired from service in June 1967 on reaching the age of superannuation. This matter has been referred by the Government directors to the Bombay High Court for directions to the company to release these payments and the Government is supporting their application.

M/s. Bennett Coleman and Co. Ltd.

2822. SHRI K. RAMANI:
SHRI K. ANIRUDHAN:
SHRI SATYA NARAIN SINGH :
SHRI E. K. NAYANAR:

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether it is a fact that Shri P. L. Shah, Secretary and Shri K. C. Raman, Production Manager of M/s. Bennett Coleman and Company met late Prime Minister Jawahar Lal Nehru on the 24th November, 1963 and submitted a memorandum and discussed the matter in the presence of Sri S. P. Chopra, a Chartered Accountant who was appointed in April, 1963 to investigate into the affairs of the said Company; and

(b) if so, the details of the memorandum and the discussion?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) Yes, Sir.

(b) The memorandum alleged (i) misappropriation of nearly Rs. 20,00,000 by the directors of the company from the sale proceeds of newsprint waste, (ii) payment of Rs. 2,20,000 to Messrs. Crosswords Limited for non-business considerations, (iii) supression of profits by change in the accounting of advertisement revenue, (iv) manipulation of accounts by making debits for items unconnected with the business of the company, among other things, (v) manipulation of the Minutes Book and (vi) benami shareholdings.

In the meeting with the Prime Minister, there was a general discussion on the memorandum and also about the need to protect the interest of the employees who were giving evidence.

Pension and Gratuity to Retired Clerks Grade I in the Office of Deputy Cheif Accounts Officer (Traffic Accounts), Northern Railway, Delhi

2823. SHRI M. L. SONDHI: Will the Minister of RAILWAYS be pleased to State:

(a) whether it is a fact that some overpayment of leave salary has been

made to a few retired clerks Grade I in the Office of Deputy Chief Accounts Officer (Traffic Accounts), Northern Railway, Kishanganj (Delhi);

(b) if so, the number of such clerks Grade I whose pension and gratuity are being held up; and

(c) how long it will take to settle their claims for the payment of pension and gratuity?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). Yes, only in one case. Dealth-*cum*-Retirement gratuity has been withheld and appropriated towards part recovery of overpayment of leave salary. No amount of pension has been withheld.

(c) This will be possible only after the retired employee concerned has submitted the requisite document and refunded the outstanding excess payment.

SALES-*cum*-STUDY TEAM OF SILK AND RAYON TEXTILES EXPORT PROMOTION COUNCIL

2824. SHRI S. K. TAPURIAH: Will the Minister of COMMERCE be pleased to state:

(a) the amount of orders booked by the Sales-*cum*-Study Team of Silk and Rayon Textiles Export Promotion Council during its visit to Canada and other countries;

(b) the amount of firm and tentative orders; and

(c) the reasons for leaving it to the said Council to allocate these orders to the manufacturers?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Confirmed orders booked are of the value of Rs. 2.3 crores approx. and orders yet to be confirmed are Rs. 3.7 crores approx.

(c) S.T.C. was authorised by Government to organise effectively the exports of art silk fabrics. S.T.C. entered into an agreement with RAYEX, the export undertaking of the Silk and Rayon Textile Export Promotion Council in terms of which RAYEX has been made the sole business associate of S.T.C. In turn, the RAYEX has registered all interested parties, including manufacturer-exporters and merchant-exporters as its registered associates.

पश्चिम रेलवे के गार्ड और टिकट परीक्षक

2825. श्री ओंकार लाल बेरवा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली जंक्शन पर रेलवे के विश्राम गृह में पश्चिम रेलवे के गार्डों, टिकट परीक्षकों तथा अन्य कर्मचारियों के ठहरने के लिये क्या व्यवस्था की गई है;

(ख) क्या यह सच है कि वह व्यवस्था पर्याप्त नहीं है; और

(ग) यदि हां, तो इन कर्मचारियों के लिये अतिरिक्त सुविधाओं की व्यवस्था करने के लिये सरकार ने क्या कार्यवाही की है?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) दिल्ली जंक्शन पर पश्चिम रेलवे के गार्डों और चल टिकट परीक्षकों को गार्डों के लिए बनाये गये रनिंग रूम में स्थान दिया जाता है। पश्चिम रेलवे के दूसरे कर्मचारी दिल्ली जंक्शन के विश्रामगृह में ठहरते हैं।

(ख) जी, नहीं।

(ग) सवाल नहीं उठता।

INDIAN EXPORTS

2826. SHRI HIMATSINGKA: Will the Minister of COMMERCE be pleased to state:

(a) whether exports have increased during the months of November and December, 1967 and January, 1968 in comparison with those of preceding three months;

(b) if so, the total exports, during each of these three months and how

they compare with those in the preceding three months and with that during the corresponding period in the years 1966-67 and 1965-66; and

(c) how far the devaluation of the rupee has been successful in its objective to increase our exports?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Export figures for January, 1968 are not yet available. Although exports during the months of November and December, 1967 do not show increase as compared to those during the preceding two months, exports during the 9 months (April-December) of 1967 ($ 1203.3 million) showed an increase by $70.9 million compared to the corresponding period in 1966.

A statement showing comparative figures of exports during September-December, 1965, 1966 and 1967 is laid on the Table of the House. [*Placed in Library. See* No. LT-362/68]. It would be observed therefrom that exports during November and December, 1967 show an increase compared to the corresponding months in 1966, but show a fall compared to the corresponding months in 1965.

(c) After initial period of unsettlement following devaluation, exports have started picking up. Various high value contracts have been successfully negotiated in the face of global competition and an increasing number of enquires are being processed. Exports of traditional goods like tea, tobacco unmanufactured, handicrafts, fish, raw cotton, coffee, vegetable oils—essential, onions, chillies etc., have registered increases during April—November 1967 compared to the corresponding period in 1966. These increases were however somewhat offset by decreases in exports of other traditional goods like jute manufactures, oil cakes, spices, leather and leather manufactures, cashew kernels, coir yarn etc. By and large the trend of exports particularly of certain non-traditional items seems encouraging.

Export of Rail Wagons to USSR

2828. SHRI SHRI CHAND GOEL: Will the Minister of COMMERCE be pleased to state:

(a) whether U.S.S.R. has agreed to buy all the rails and railway wagons produced in our country during the next five years;

(b) if so, its repercussions on the Bhilai Steel Plant and on other engineering industries in the country producing railway wagons;

(c) whether there is a proposal to set up more Indo-Soviet industrial ventures; and

(d) the other aid promised by the U.S.S.R. Prime Minister for this country during his recent visit?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) When the Soviet Prime Minister visited India in January, 1968, he gave an assurance to buy any number of railway wagons that India can make right upto 1975, provided they conform to Russian technical specifications. He also mentioned that USSR is interested in buying steel rails as well.

(b) The Bhilai Steel Plant and engineering industries in the country engaged in the production of railway wagons will have an opportunity to work to full capacity for meeting Soviet requirements.

(c) Yes, Sir. The possibility of setting up more Indo-Soviet Industrial ventures is under consideration.

(d) The Soviet Prime Minister has generally agreed to give aid in regard to better utilization of the capacities of Soviet assisted projects and also for purchase of more finished products in the field of jute manufactures, leather and leather goods, fruit juices etc.

1967-68 में ड्रिलिंग रिगों का आयात

2829. श्री यशवन्त सिंह कुशवाह : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री

यह बताने की कृपा करेंगे कि देश में सिंचाई कार्यों के लिए ड्रिलिंग रिगों के निर्माण के सम्बन्ध में अब तक क्या कार्यवाही की गई है?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : हेवी इंजीनियरिंग कार्पोरेशन लि०, रांची द्वारा पानी निकालने के बरमों का निर्माण पहले से ही किया जा रहा है । बरमे बनाने के लिये गैर-सरकारी क्षेत्र में कुछ पार्टियां को भी लाइसेंस दिये गये हैं ।

भरतपुर में बाढ़ में चीनी का बह जाना

2830 **श्री ओंकार लाल बेरवा** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि राजस्थान को भेजी गयी चीनी पिछले वर्ष भरतपुर में उन डिब्बों सहित जिन में यह भेजी गई थी बाढ़ में में बह गई थी; और

(ख) क्या उन डिब्बों का पता लग गया है और यदि हां, तो किस स्थान पर ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी नहीं ।

(ख) भाग (क) के उत्तर को देखते हुए सवाल नहीं उठता ।

MANAGING AGENCY SYSTEM

2831. SHRI MOHAN SWARUP: Will the Minister of INDUSTRIAL DEVELOPMENT & COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 2760 on the 1st December, 1967 and state:

(a) whether the scheme for the abolition of the Managing agency system has since been finalised; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) Does not arise.

ELECTRONIC COMPUTERS ON RAILWAY

2832. SHRI S. M. BANERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether further consultations have been held with the representatives of the All India Railwaymen's Federation regarding the introduction of Electronic Computers;

(b) if so, whether any agreement has been reached; and

(c) if not, the further action for the installation of computers has been stayed?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) (a) Yes.

(b) No.

(c) The question of staying the installation of Computers does not arise.

COOPER ALLEN COMPANY LTD., KANPUR

2833. SHRI S. M. BANERJEE: Will the Minister of COMMERCE be pleased to state:

(a) whether the State Trading Corporation is likely to start a Shoe factory in Uttar Pradesh for export purposes;

(b) if so, the reasons for not taking over Cooper Allen Company Limited, Kanpur;

(c) whether any request has been made to this effect; and

(d) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes. Sir.

(b) to (d). A communication has been received from the Government of Uttar Pradesh suggesting that the S.T.C. should take over Cooper Allen

Company Limited, Kanpur and run it under its management. The matter is under consideration of the Government in consultation with the Corporation.

IMPORT OF MANGANESE ORE TO JAPAN

2834. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have examined the possibility of further expanding the export of manganese ore to Japan; and

(b) if so, the results thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). India's share in the total import of manganese ore into Japan has increased from 44.2% in 1965 to over 48% in 1967. Actual exports during the years 1965, 1966 & 1967 were 4,71,000 tonnes, 5,45,000 tonnes and 6,75,700 tonnes respectively. Continuous efforts are being made to step up exports to Japan.

MANUFACTURE OF SCOOTERS

2835. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether a small manufacturing firm at Kolhapur has manufactured a scooter entirely with Indian capital and Indian know-how;

(b) whether the scooter produced by the firm has been tried on the road and has been found roadworthy;

(c) whether the firm has asked Government's permission to start commercial production of the scooter; and

(d) if so, the action taken thereon?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b) A scooter manufactured by a firm at Kolhapur was displayed during the meeting of the office bearers of the Small Industries Associations held in Bombay on 8-2-1968 and it was claimed that it was made entirely with Indian capital and know-how, and had about 15% imported content. It was also claimed that the scooter had been found roadworthy.

(c) No, Sir;

(d) Does not arise.

IMPORT LICENCES

2836. SHRI HIMATSINGKA:
SHRI CHINTAMANI PANIGRAHI:
SHRI RAMACHANDRA ULAKA:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government have taken a decision to liberalize imports for industrial units not covered by the priorty list but which have a creditable account of export performance;

(b) if so, the precise decision in this regard; and

(c) whether Government have also reviewed the priority list which was drawn up two years ago, and if so, which additional industries have been added up to the list and which ones have been removed from the list?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). No, Sir.

(c) The list has been reviewed from time to time, but no change has been considered necessary so far.

INDIAN TRADE DELEGATION TO ITALY

2837. SHRI HIMATSINGKA:
SHRI R. R. SINGH DEO:
SHRI P. C. ADICHAN:
SHRI BEDABRATA BARUA:

Will the Minister of COMMERCE be pleased to state:

(a) whether an Indian Trade delegation recently paid a two-week visit to Italy and have suggested ways for the

expansion of Trade including expansion of non-traditional exports to that country:

(b) if so, the suggestions made by the team; and

(c) Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). An Indian Trade Delegation visited Italy for two weeks in the later part of January, 1968. The Report of the Delegation has not yet been received but is expected to be submitted shortly. The question of Government's reaction to the suggestions made by the team, therefore, does not arise.

NATIONALISATION OF PRIVATE RAILWAYS

2838. SHRI HIMATSINGKA: Will the Minister of RAILWAYS be pleased to state:

(a) the Railways which are still being run by private companies;

(b) when their present contracts are due to expire;

(c) whether there is any proposal to nationalise these Railways particularly the Shahdara-Saharanpur Light Railway; and

(d) if not, the main reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Presumably the Hon. Member has in mind all the privately owned railways operating in the country. A statement giving the names of the Railways and other relevant information is laid on the Table of the House [*Placed in Library. See* No. LT-345/68].

(b) Their contracts have no set dates for expiry. However, at fixed intervals the contracts allow recurring option to purchase the railways on terms prescribed therein.

(c) and (d). The question of nationalisation of these railways, other than those for which the companies have contracts with District Boards referred to in the attached statement, is considered, taking all the relevant factors into consideration, as and when the option for purchase falls due. The case for the purchase of the Shahdara-Saharanpur Light Railway will be considered when the next option for purchase falls due in 1969.

WORK TO RULE BY STATION MASTERS

2840. SHRI SRADHAKAR SUPAKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the demands for which the Station Masters on Railways gave notice of "work to rule"; and

(b) the action taken by Government in the matter?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Presumably the reference is to the 'Work to Rule' Campaign resorted to by certain Station Masters and Assistant Station Masters during December, 1966. The demands related to their service conditions including revision of existing scales of pay, increase in the number of posts in higher grade, revision of their channel of promotion, and recognition of their Association etc.

(b) These demands have been carefully examined, except the question about the 'Channel of Promotion' which is still under review, but it has not been possible to find any justification to accept them.

NAHAN FOUNDRY

2841. SHRI PREM CHAND VERMA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Nahan Foundry undertook to supply C.I. Sockets at the rate of Rs. 26-50 per piece against its cost of production of 42.06 per piece and incurred a loss of Rs. 76210 on one lot of supply alone;

(b) whether it is also a fact that a further loss occurred on account of rejections which were quite heavy; and

(c) if so, who was responsible for such a low quotation and whether any inquiries were made and the responsibility for the loss fixed and what action was taken against those found responsible as also the steps taken to obviate such losses in future?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The information is being collected and it will be laid on the Table of the House.

RAILWAY WAGONS

2842. SHRI PREM CHAND VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for the heavy fall in production of railway wagons during 1966-67 as compared to 1965-66;

(b) whether the surplus wagon manufacturing capacity was allowed to remain idle or any other use of it was made;

(c) in case use was made, how much production took place; and

(d) if the surplus capcity remained idle, what was the extent of loss as a result of that and how it is proposed to be remedied in future?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The shorttall in production of railway wagons during 1966-67 as compared to 1965-66 was mainly on account of labour trouble in a number of wagon building firms.

(b) The wagon builders had adequate wagon orders during the year. As such the question of utilising the capacity for any other purpose, therefore, did not arise.

(c) and (d). Do not arise.

EXPORT OF HANDICRAFTS AND HANDLOOMS

2843. SHRI PREM CHAND VERMA: Will the Minister of COMMERCE be pleased to state:

(a) the quantum and value of handicrafts and handlooms exported by the Handicrafts and Handloom Coporation of India Ltd., during 1966-67;

(b) the net profit earned by the Corporation during the year as compared to the last year's result; and

(c) the fresh items introduced in exports and with what success?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) During the year 1966-67, the value of exports effected by the Corporation including sales through its shops/depots abroad amounted to Rs. 61.75 lakhs. As handicrafts and handlooms consist of a large number of items and categories, it is not possible to indicate the quantum of exports of each item.

(b) In its overall activities, the Corporation did not earn any profit for the year 1966-67. On the other hand, it incurred a loss of Rs. 12.20 lakhs during that year taking into account all its activities including promotional activites. The profit earned during 1965-66 was Rs. 4.91 lakhs.

(c) The fresh items introduced by the Corporation are 'Ready to wear' garments, printed cotton fabrics, printed silk fabrics, Saurashtra embroideries, folk-metal crafts, special quality of papier mache, X'Mas hangings, Kanuj Wooden boxes, verigonda toy and various items from Bihar such as rag dolls, Madhubani paintings and Gaya stoneware.

LOWER GRADE CLERKS IN OFFICE OF CHIEF COMMERCIAL SUPERINTENDENT, EASTERN RAILWAY

2844. SHRI MOHAMMED ISMAIL:
SHRI K. M. ABRAHAM:
SHRI NAMBIAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of Lower Grade Clerks in the Claims Branch of the Office of the Chief Commercial Superintendent, Eastern Railway after completion of 15 to 20 years have not been promoted to higher grade;

(b) if so, the total number of Clerks with 15 years of service who have not been promoted;

(c) whether it is also a fact that most of clerks are doing the work of higher grades clerks in some responsibility; and

(d) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). 97 Clerks in lowest grade have put in over 15 years' service and have not yet got promotions to higher grades.

(c) No.

(d) Does not arise.

पोकरन-जैसलमेर रेलवे लाइन

2845. **श्री मोहन स्वरूप** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पोकरन-जैसलमेर रेलवे लाइन का हाल ही में उद्घाटन किया गया है; और

(ख) यदि हां, तो उस पर कितना खर्च हुआ है?

रेलवे मंत्री (श्री च० मु० पुनाचा) : (क) जी, हां।

(ख) इस परियोजना पर लगभग 2.5 करोड़ रुपये का प्रत्याशित खर्च हुआ है।

STOPPAGE OF ASSAM MAIL AT NAUGACHIA STATION

2846. SHRI SITARAM KESRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether requests have been received for arranging stoppage of Assam Mail at Naugachia Stations; and

(b) if so, the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes.

(b) The request was examined but not found justified in view of insufficient offering of long distance traffic at Naugachia station.

SALE OF HMT PRODUCTS IN CEYLON

2847. SHRI SITARAM KESRI :
SHRI DEIVEEKAN :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether an agreement has been signed between the Hindustan Machine Tools and the Ceylon Steel Corporation appointing the latter as the sole-selling agents for the Hindustan Machine Tools products in Ceylon;

(b) whether Government have entered into similar agreements with any other Asian or African country; and

(c) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED : (a) Hindustan Machine Tools Limited have concluded a Sales Agency agreement with Messrs. Ceylon Steel Corporation for distribution of their machine tools in Ceylon. Information about nature of agreement is being collected and will be laid on the Table of the House.

(b) and (c). The relevant information is being collected and will be placed on the Table of the House.

MANUFACTURE OF BARRELS

2848. SHRI SITARAM KESRI : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Governmnt have made reassessments of capacities of barrel manufacturers during 1964 and if so, the reasons therefor;

(b) whether it is a fact that reassessments were made more than once;

(c) whether complaints have been received by Government against the reassessments made by them;

(d) the capacity of each barrel manufacturer after each reassessment;

(e) whether it is a fact that after reassessment, the then existing manufacturers received lesser allocation of steel sheets than what they were receiving before; and

(f) the quantity of steel sheets allotted to each barrel manufacturer before reassessment and after reassessment?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED: (a) to (f). As a sequel to the meetings held with the representatives of the oil companies as well as of the barrel fabricators in December 1963 and in April 1964 it was observed that the total assessed capacity at that time of the oil barrel industry was about 3,000 tonnes per month and therefore the needed supply rate of 4,700 tonnes for the petroleum industry and other customers could not be effected unless the existing capacity were revised upward or new capacities created. In the circumstances, it was agreed that steps should be taken to finalise the reassessment of fabricating capacities of manufacturers so that proper supply rate of barrels might be ensured. The capacities consequent on the reassessment undertaken in 1963-64 along with the allocations made to commercial fabricators from 1961-62 to 1966-67 are furnished in the statement laid on the Table of the House. [Placed in Library. *See* No. LT-361/68]. Although, following representations, another assessment was undertaken during 1965, it was decided that the assessment of capacity carried out in 1963-64 should continue for the present.

रेलवे गार्ड और कन्डक्टर

2849. **श्री रामावतार शास्त्री** : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे कंडक्टरों और गार्डों को ड्राइवरों से अधिक वेतन और भत्ता दिया जाता है;

(ख) यदि हां, तो इसके क्या कारण हैं; और

(ग) क्या ड्राइवरों के वेतन और भत्तों को बढ़ाने का सरकार विचार कर रही है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

(ग) वेतनमानों में परिवर्तन करने का कोई प्रस्ताव नहीं है । लेकिन रनिंग भत्तों के सम्बन्ध में एक समिति द्वारा जांच की जा रही है ।

Short-distance Goods Traffic

2850. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways have been losing short-distance goods traffic in the past two years;

(b) if so, reasons therefor; and

(c) the steps taken to attract short-distance goods traffic for the railways?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c). Statistics available are for total movement of traffic and their analysis by distance zones being not readily available, an answer will be placed on the table of the House as soon as the compilation is completed.

Import of Engineering Goods from Bulgaria and Rumania

2851. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of COMMERCE be pleased to state:

(a) whether agreement has been entered into with Bulgaria and Rumania for the import of engineering goods during 1968; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). As per existing Agreements, the engineering items are available for import into India from Bulgaria during 1968 and Rumania during first half of

1968 as per list laid on the Table of the House. [*Placed in Library. See* No. LT-346/68].

All these items are, importable under import licences and other conditions of the Trade and Payments Agreement.

PROTECTION TO AUTOMOBILE INDUSTRY

2852. SHRI NITIRAJ SINGH CHAUDHARY : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the total annual requirement of cars, trucks, busses and jeeps and the number produced in the country; and

(b) whether the price rise of these automobiles is in keeping with the essence of the tariff policy?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No precise estimates of the annual requirements of cars, trucks, buses and jeeps have been made. However, the actual production of jeeps and commercial vehicles (including buses) during 1967 has been enough to meet the demand. In the case of cars, the production has fallen short of the demand.

The production of various vehicles during 1967 was as under :

Cars	33,339 nos.
Jeeps	5,561 nos.
Commercial vehicles including buses.	31,462 nos.

(b) Government, at present, exercise an informal control over the prices of passenger car manufactured in the country. Accordingly, no car manufacturer can increase the prices of their vehicles without obtaining Government's prior approval. Although the informal price control on commercial vehicles (Trucks and buses) and jeeps has now been lifted, Government had, before removing the informal price control on these industries, obtained written assurances from the manufacturers that they would not increase the prices of their vehicles for a period of 12 months from the date of decontrol or till Government takes a decision on the Tariff Commission Report, whichever is earlier, except when such increases are necessitated by factors beyond their control and are permitted by Government under the system of informal price control prevailing hitherto.

INDO-PHILIPPINES COLLABORATION

2853. SHRI D. N. PATODIA :
SHRI CHENGALRAYA NAIDU :
SHRI DEIVEEKAN :
SHRI M. L. SONDHI :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that a Trade Delegation from Philippines recently visited India to explore possibilities of collaboration both in trade and industrial development between the two countries;

(b) if so, the outcomes thereof; and

(c) the benefits which are likely to accrue to this country?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) to (c). A goodwill and Trade Mission sponsored by the Chamber of Commerce of the Philippines visited India from the 30th January 1968 to 8th February 1968, at the invitation of the Federation of Indian Chambers of Commerce & Industry—a non-official body. The itinerary of the Mission included visits to Bombay, Madras, Delhi and Agra. It has been reported that while at Delhi the Mission met some representative businessmen at a meeting organised by the Federation of Indian Chambers of Commerce & Industry. The Leader of the Mission is also reported to have said that their first-hand assessment, specially the visits to a number of factories in Bombay, Madras and Delhi, had led them to believe that new links in the field of industry can be forged with India which could lead to substantial development of two-way trade.

औद्योगिक लाइसेंसों का जारी किया जाना

2854. **श्री महाराज सिंह भारती :** क्या **औद्योगिक विकास तथा समवाय कार्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार द्वारा औद्योगिक लाइसेंस जारी किये जाने के लिए अपनाई गई नई प्रक्रिया जिस के अन्तर्गत आवेदन-पत्र प्रस्तुत किये जाने के बाद अधिक से अधिक 70 दिनों के अन्दर लाइसेंस प्राप्त किया जा सकता है, सभी सम्बन्धित विभागों में लागू की गई है;

(ख) यदि हां, तो क्या सरकार का ध्यान ऐसे मामलों की ओर दिलाया गया है, जिनमें निर्धारित समय के अन्दर लाइसेंस नहीं दिये जा सके; और

(ग) यदि हां, तो इस मामले में क्या कार्यवाही की गई है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) औद्योगिक उपक्रम पंजीकरण तथा लाइसेंसीकरण नियम, 1952 के नियम 15 में औद्योगिक लाइसेंस के आवेदनों के निबटारे की अवधि उनके प्राप्त होने की तारीख से 3 मास अथवा मांगी गई अतिरिक्त जानकारी प्राप्त होने की तारीख से 3 मास तक निर्धारित की गई है। औद्योगिक विकास प्रक्रिया समिति की सिफारिशों के आधार पर आवेदनों के निबटारे को विभिन्न अवस्थाओं के लिए कुछ समय सीमा निर्धारित की गई है। इस सम्बन्ध में सभी सम्बन्धित अधिकारियों को हिदायतें दी जा चुकी हैं।

(ख) और (ग). सरकार को इस बारे में जानकारी है कि उपर्युक्त भाग (क) में उल्लिखित कुछ मामलों में समय सीमा का निश्चित रूप से पालन करना सम्भव नहीं है। ऐसे मामले जो नियत अवधि के अन्दर लाइसेंस देने वाली समिति के समक्ष प्रस्तुत नहीं किए जाते वे समिति की जानकारी में लाए जाते हैं और सम्बन्धित मन्त्रालयों/विभागों को इन मामलों पर शीघ्रता से कार्यवाही करने के लिए अनुरोध किया जाता है।

चाय का निर्यात

2855. **श्री हुकम चन्द कछवाय :** क्या **वाणिज्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष, 1967 में भारत से किन-किन देशों को चाय का निर्यात किया गया और प्रत्येक देश को कितनी-कितनी मात्रा में चाय निर्यात की गई;

(ख) वर्ष 1968-69 के अन्त तक विदेशों को कितनी मात्रा में चाय का निर्यात किये जाने की सम्भावना है और उससे कुल कितनी विदेशी मुद्रा अर्जित होने की सम्भावना है; और

(ग) चाय के निर्यात को और बढ़ाने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) एक विवरण सभा पटल पर रखा गया है। [**पुस्तकालय में रखा गया है देखिये** संख्या L-T 347/68]

(ख) वर्ष 1968-69 में होने वाले चाय के सम्भावित निर्यात की मात्रा तथा मूल्यों का, जरा भी उचित सीमा तक, ठीक ठीक अनुमान लगाना कठिन है।

(ग) सरकार का विचार विदेशों में चाय की मांग बढ़ा कर निर्यात को बढ़ावा देने का है। बढ़िया किस्म की चाय पर निर्यात शुल्क में हाल में की गई कमी से भी निर्यात बढ़ाने में सहायता मिलने की आशा है।

बाड़नगर स्टेशन के समीप रेल की पटरी से फिश प्लेटों की चोरी

2856. **श्री हुकम चन्द कछवाय :** क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य प्रदेश में उज्जैन जिले में बाड़नगर रेलवे स्टेशन के समीप रेलवे की पटरी से फिश प्लेटें और बोल्ट चुरा लिये गये थे, जिसका समाचार 23 दिसम्बर, 1967 को दैनिक समाचार-पत्र 'स्वदेश' में प्रकाशित हुआ है;

(ख) इस बारे में सरकार ने क्या कार्य-वाही की है; और

(ग) क्या सरकार को ऐसा सन्देह है कि इस में विदेशी एजेंटों का हाथ है?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी, हां ।

(ख) रतलाम की सरकारी रेलवे पुलिस ने भारतीय दंड संहिता की धारा 379 और भारतीय रेल अधिनियम की धारा 128 के अन्तर्गत एक मामला दर्ज किया था और पूरी जांच-पड़ताल करने के बाद कुछ पता ना चलने पर मामला समाप्त कर दिया गया ।

(ग) जी, नहीं ।

पूर्व रेलवे के दानापुर डिवीजन में बिना टिकट यात्रा

2857. **श्री हुकम चन्द कछवाय** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्व रेलवे के दानापुर डिवीजन में बिना टिकट की यात्राओं को रोकने के लिये 22 अगस्त, 1967 से एक अभियान चलाया गया था;

(ख) यदि हां, तो इस अभियान में कितने बिना टिकट के यात्री पकड़े गये थे;

(ग) सरकार को जुर्माने और रेलवे भाड़े के रूप में कितनी राशि प्राप्त हुई, और इस अभियान से और क्या लाभ हुआ; और

(घ) क्या बिना टिकट यात्राओं को रोकने के लिये दूसरे डिवीजनों पर ऐसे अभियान चलाने का सरकार का विचार है और यदि हां, तो कब और किन-किन डिवीजनों में यह अभियान चलाया जायेगा?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी, हां ।

(ख) और (ग). अभियान की अवधि में, जो चार महीने से कुछ अधिक समय चली, 26,808 यात्री बिना टिकट या अनियमित टिकटों पर यात्रा करते हुए पकड़े गये। उनसे बतौर जुर्माना 12,500 रुपये और बतौर किराया और अतिरिक्त किराया 87,482 रुपये वसूल किये गये। इस अभियान से एक और लाभ यह हुआ कि पिछले वर्ष की इसी अवधि की तुलना में इस अभियान के अन्तर्गत आने वाले खंडों के स्टेशनों की टिकट खिड़कियां पर टिकटों की बिक्री 38,85,202 रु० से बढ़कर 44,37,873 रु० और टिकटों की बिक्री से होने वाली आमदनी 64,74,216 रु० 19 पैसे से बढ़कर 81,09,565 रु० 47 पैसे हो गयी ।

(घ) जी हां। जैसे और जब सम्बद्ध राज्य सरकार द्वारा इस प्रकार के अभियान प्रभावी बनाने में टिकट जांच करने वाले कर्मचारियों की सहायता के लिए पर्याप्त पुलिस उपलब्ध होती है, तदनुसार अन्य मंडलों पर भी अभियान चलाये जाते हैं ।

लखनऊ–दिल्ली एक्सप्रेस में यात्रा कर रही एक छात्रा का काकोरी रेलवे स्टेशन के निकट अपहरण

2858. **श्री हुकम चन्द कछवाय** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि फरवरी, 1968 के पहले सप्ताह में उत्तर रेलवे के काकोरी स्टेशन के निकट कुछ व्यक्तियों ने लखनऊ-दिल्ली एक्सप्रेस में यात्रा कर रही एक छात्रा का अपहरण कर लिया था और जैसा कि 9 फरवरी, 1968 के हिन्दुस्तान में समाचार प्रकाशित हुआ है;

(ख) यदि हां, तो उसका पता लगाने के लिए सरकार ने क्या कार्यवाही की है; और

(ग) सरकार का क्या कार्यवाही करने का विचार है कि भविष्य में ऐसी घटनायें न हों ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी हां । 6-2-1968 को काकोरी और मलीहाबाद रेलवे स्टेशनों के बीच खतरे की जंजीर खींच कर अभियुक्तों ने जो लखनऊ से उसी डिब्बे में सवार हुए थे, गाड़ी रोक ली और एक लड़की को जबरदस्ती ले गये ।

(ख) सूचना मिलने पर सरकारी रेलवे पुलिस, हरदोई के स्टेशन अधिकारी ने तुरन्त कार्रवाई की और वे 8-2-68 को लड़की बरामद करने और दोनों अभियुक्तों को गिरफ्तार करने में सफल हुए । लखनऊ की सरकारी रेलवे पुलिस ने भारतीय दण्ड संहिता की धारा 363,366 और भारतीय रेल अधिनियम की धारा 108 के अधीन अपराध संख्या 92 के रूप में और सरकारी रेलवे पुलिस, हरदोई ने शस्त्र अधिनियम की धारा 25 के अधीन एक मामला दर्ज कर लिया है । पुलिस द्वारा आगे जांच की जा रही है ।

(ग) रेलवे की परिसीमा और गाड़ियों में कानून और व्यवस्था बनाये रखना राज्य सरकार और सरकारी रेलवे पुलिस की जिम्मेदारी है । सरकारी रेलवे पुलिस को, आवश्यक कार्रवाई करने के लिए, ऐसी घटनाओं की तुरन्त रिपोर्ट की जाती है ।

भागलपुर स्टेशन पर रेलगाड़ी पर फेंके गये बम

2859. **श्री हुकम चन्द कछवाय** : क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या 10 फरवरी, 1968 को "वीर अर्जुन" में छपी यह खबर सही है कि फरवरी, 1968 के प्रथम सप्ताह में भागलपुर रेलवे स्टेशन पर 338 डाउन गया सवारी गाड़ी के इंजन पर कुछ अज्ञात व्यक्तियों द्वारा कुछ बम फेंके गये थे;

(ख) यदि हां, तो उसके परिणामस्वरूप कितने व्यक्ति मारे गये तथा कितने व्यक्ति घायल हुए;

(ग) क्या इस घटना की जांच कराई गई है ; और

(घ) यदि हां, तो अब तक कितने व्यक्ति गिरफ्तार किये गये हैं ।

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) 31-1-1968 को भागलपुर रेलवे स्टेशन के पास 338 डाउन गाड़ी के इंजन के कोयला केबिन पर किसी ने एक बड़े आकार का पटाखा फेंका था ।

(ख) कोई जख्मी नहीं हुआ ।

(ग) जी हां । भागलपुर की सरकारी रेलवे पुलिस ने विस्फोटक पदार्थ अधिनियम की धारा 3 के अन्तर्गत अपराध संख्या 8 के रूप में एक मामला दर्ज किया है ।

(घ) अभी तक कोई गिरफ्तार नहीं हुआ है ।

FOREIGN TECHNICAL GUIDANCE FOR IMPROVEMENT ON RAILWAYS

2860. **SHRI K. LAKKAPPA**: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is fact that Railways sought the technical guidance from some foreign countries to improve the speed of trains and other facilities on the Railways; and

(b) if so, the names of the countries and the advice together with results ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No; Indian Railways, however, keep in touch with technical developments in foreign countries.

(b) Does not arise.

CEMENT PLANT IN BANDA DISTRICT

2861. SHRI JAGESWAR YADAV: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to set up a cement manufacturing plant in the Karanimanakpur area of Banda District in Uttar Pradesh;

(b) if so, the main features thereof;

(c) the estimated cost thereof; and

(d) when the plant is likely to be set up?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) to (d) Do not arise.

OVER-BRIDGE AT BANDA STATION

2862. SHRI JAGESWAR YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to construct an overbridge at Banda Station on the Central Railway;

(b) if so, the details thereof;

(c) the estimated cost thereof; and

(d) when the construction of the overbridge is likely to start?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (d). Presumably the reference is to the provision of foot over bridge, for the use of passengers at the station.

The work of providing an additional platform, together with a 8' wide foot over bridge to connect the new platform to the main platform has been sanctioned at an estimated cost of Rs. 2.49 lakhs. The work on construction of platform and fabrication of steel work of the foot over bridge has commenced.

ATTACHING OF BOGIE TO PURI-ASANSOL TRAIN

2863. SHRI RABI RAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether, in view of the public pressure, there is a proposal to attach a bogie to the Puri-Asansol train exclusively for Rourkela that will be diverted from the said train at Kharaghpur so as to meet the much-needed requirement of the people of Orissa; and

(b) if so, details thereof?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) Does not arise.

EXPORT OF IRON AND STEEL PRODUCTS

2865. DR. RANEN SEN: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the steps taken by Government to increase the export of iron and steel products;

(b) whether there has been any improvement in the exports of these products in 1967-68 and if so, to what extent;

(c) the extent of increase likely in the export of iron and steel products, in 1968-69; and

(d) the total amount of foreign exchange likely to be earned in 1968-69 on account of the export of iron & steel products?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) An Association of producers and exporters known as Steel Exporters Association has been set up for the promotion of exports. Government is encouraging survey teams to explore overseas markets for iron and steel. A team of steel Exporters Association is currently touring South East Asia for this purpose. A study of markets in USA was recently undertaken for light engineering products including steel. Hindustan Steel Ltd. have also surveyed a number of markets for their products.

A visit of a few delegations attending UNCTAD was also arranged to Steel Plants with a view to stimulating their interest in our Steel products.

Besides, iron and steel is being subsidised for export purposes.

(b) Export of iron and steel during 1967-68 is likely to yield foreign exchange of over Rs. 50 crores as compared with the figure of Rs. 20 crores for 1966-67.

(c) and (d). It is expected that export of iron and steel during 1968-69 would be of the order of about 19.5 lakh tonnes yielding about Rs. 80 crores in foreign exchange.

PRODUCTION OF STEEL

2866. SHRI KANWAR LAL GUPTA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the total steel production in the public sector during the last three years and the total capacity of the Plants;

(b) the total loss incurred in all the Steel plants during the last 3 years; and

(c) the steps taken by Government to make the plant profitable?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) to (c). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-348/68].

DEATH OF JAN SANGH PRESIDENT

2867. SHRI KANWAR LAL GUPTA:

SHRI N. S. SHARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the dead body of Jan Sangh President, Pandit Din Dayal Upadhaya, was found in the yard of Mughal Sarai Railway Station at 3.20 A.M. on the 11th February, 1968 but it was identified after six hours though 1st Class and Reservation Tickets were found in his pocket;

(b) if so, the reasons for the delay in identifying his body;

(c) whether it is also a fact that there was no Attendant in that compartment;

(d) whether Mughal Sarai Railway Authorities informed him and Government about the murder of Pandit Din Dayal Upadhaya if not, the reasons therefor; and

(e) the action Government propose to take to avoid recurrence of such tragic incidents?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (e). The information is being collected by the Ministry of Home Affairs and will be laid on the table of the Sabha by them.

(c) There was no Attendant in that compartment as Attendents are not provided on this type of composite coaches.

दिल्ली और नई दिल्ली स्टेशनों पर रेलगाड़ियों का विलम्ब से पहुंचना तथा जाना

2869. श्री ओ० प्र० त्यागी : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि दिल्ली से रेल गाड़ियों के छूटने में आम तौर पर विलम्ब हो जाता है और समय पर पहुंचने वाली गाड़ियों के छूटने में भी विलम्ब हो जाता है क्योंकि उनको दिल्ली और नई दिल्ली स्टेशनों के बाहर रोक लिया जाता है; और

(ख) यदि हां, तो स्थिति में सुधार करने के लिये क्या कदम उठाए गए हैं ?

रेलवे मंत्री (श्री चं० मु० पुनाचा) : (क) बिजली द्वारा चालित सिगनल लगाने के सम्बन्ध में हो रहे काम के कारण दिल्ली/नयी दिल्ली स्टेशनों पर आने/जाने वाली गाड़ियों को कभी कभी रुकना पड़ा है।

(ख) दिल्ली स्टेशन पर बिजली द्वारा चालित सिगनल लगाने का काम 18 फरवरी, 1968 को पूरा हो गया है। नयी दिल्ली स्टेशन पर भी अतिरिक्त सुविधाओं की व्यवस्था की जा रही है। इन उपायों के परिणामस्वरूप यहां से जाने और आने वाली गाड़ियों को होने वाली रुकावटों की घटनाओं में बहुत कमी हो गयी है।

RELEASE OF INDIAN PROPERTY BY PAKISTAN

2870. SHRI R. BARUA : Will the Minister of COMMERCE be pleased to state :

(a) whether the question of release of cargo and other property impounded by Pakistan during the Indo-Pak. Conflict was discussed with the Prime Minister of U.S.S.R. who visited, India, recently, during the course of discussions on the Indo-Pakistan relation; and

(b) if so, whether the Prime Minister of U.S.S.R. has given any assurance to take up this matter with Pakistan for a settlement ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The Prime Ministers of India and U.S.S.R. exchanged views on the question of normalisation of relations between India and Pakistan on the basis of Tashkent Declaration. The question of release of cargoes and other properties seized by Pakistan in 1965 was not specifically raised.

TELLICHERRY-MYSORE RAILWAY LINE

2871. SHRI P. GOPALAN :
SHRI E. K. NAYANAR :
SHR A. K. GOPALAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal to start the work on Tellicherry-Mysore Railway line within 5 years; and

(b) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No.

(b) Engineering and Traffic surveys carried out for this line have shown that the proposal will not be financially justified. Due to limitation of funds for construction of new railway lines in the Fourth Plan, it is unlikely that this line will be taken up for consideration in the near future.

CONVERSION OF SILK LOOMS INTO WOOLLEN LOOMS

2872. SHRI P. GOPALAN :
SHRI UMANATH :
SHRI K. ANIRUDHAN :

Will the Minister of COMMERCE be pleased to refer to the reply given to the Unstarred Question No. 2634 on the 1st December, 1967 and state :

(a) whether the Central Bureau of Investigation have since completed the enquiry in connection with the illegal conversion of silk looms into woollen looms by the Model Wollen Mills, Bombay;

(b) if so, details thereof; and

(c) the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The C.B.I. have completed the investigation and their report is being examined by Government in consultation with the Central Vigilance Commission.

TRADE WITH U.S.A.

2873. SHRI P. GOPALAN :
SHRI JYOTIRMOY BASU :
SHRI SATYA NARAIN SINGH :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the exports of Indian goods to U.S.A. have gone down whereas imports of U.S. goods to India have increased considerably during the last two years;

(b) if so, the extent thereof;

(c) the extent of Indian trade deficit with the U.S.A. in U.S. currency; and

(d) the total value of agricultural products purchased by India from the U.S.A. during the period from 1951 to 1967 ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) to (c). A statement showing the imports from and exports to U.S.A. and the balance of trade is given in Annexure I which is laid on the Table of the House.[*Placed in Library. See No. LT*-349/68]. The deficit in US Currency was considerably smaller than the negative trade balance in view of supplies of food grains etc. which were effected under P.L. 480.

(d) A statement showing estimated value of Foodgrains imported from U.S.A. from 1951 to 1967 is given in Annexure II which is laid on the Table of the House. [*Placed in Library. See No. LT*-349/68]. Information in respect of other agricultural products is being collected and will be placed on the Table of the House.

PUBLIC SECTOR AND AUTONOMOUS CORPORATIONS

2874. SHRI E. K. NAYANAR :
SHRI NAMBIAR :
SHRI A. K. GOPALAN :

Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Unstarred Question No. 4617 on the 15th December, 1967 and state :

(a) whether the information regarding the number of public sector and autonomous corporations under his Ministry, the names of the advertising agencies conducting the publicity and the commission paid to them upto December, 1967 has since been collected;

(b) if not, the reason for delay; and

(c) when the information is likely to be collected ?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) to (c). Information asked for in Unstarred Question No. 4617 has already been sent to the Department of Parliamentary Affairs to lay the statement on the Table of the House in implementation of the assurance. A copy of the implementation statement is laid on the Table of the House. [*Placed in Library. See No. LT*-350/68].

CLOSURE OF INDUSTRIAL UNITS

2875. SHRI R. BARUA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the total number of industrial units lying closed throughout the country by the end of 1967;

(b) how many industrial establishments were closed before the current recession and how many are supposed to have closed down in the wake of the recession;

(c) the total number of industrial plants which are lying idle due to disputes; and

(d) the efforts made by Government to analyse the causes of their troubles and to find out solution to remove them ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The information is being collected and will be laid on the Table of the House.

(d) The Government are getting special reports from a sizeable number of selected and representative units in the major Industrial Sectors to get a more realistic and objective picture of the difficulties which are coming in the way of their healthy growth, with a view to resolve them to the extent possible.

NEW INDUSTRIES IN KERALA

2876. SHRIMATI SUSEELA GOPALAN :
SHRI K. ANIRUDHAN :

Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the number of licences given by Government for setting up new indus-

tries in the private sector in Kerala during the last two years; and

(b) the names of persons and firms to whom such licences have been issued ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) One.

(b) The licence, has been issued to Shri M. L. Gupta of M/s. Cochin Roller Flour Mills, Ernakulam.

DEATH OF RAILWAY GANGMEN

2877. SHRI GANESH GHOSH :
SHRI BHAGABAN DAS :
SHRI B. K. MODAK :
SHRI MOHAMMAD ISMAIL:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2837 on the 1st December, 1967 and state :

(a) whether the information regarding the circumstances under which the six Railway gangmen died of suffocation has since been collected; and

(b) if not, the reason for the delay ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). The information was laid on the table of the Sabha. A copy of that statement is laid on the Table of the House. [*Placed in Library. See No. LT*-351/68].

DURGAPUR STEEL PLANT

2878. SHRI GANESH GHOSH
SHRI JYOTIRMOY BASU :

Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the loss of stores and immovable properties which has taken place during the last three years from Durgapur Steel Plant and the value thereof;

(b) the number of times such losses thefts took place during the above period; and

(c) the total strength of the security staff and their cost of establishment ?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY) : (a) Details of losses of stores and movable properties due to theft during the last three years and the value thereof are given below :—

Year	*Amount of Loss*
1964-65	Rs. 1,29,957.13
1965-66	Rs. 2,80,907.93
1966-67 ..	Rs. 2,18,448.48

(b) Number of times such losses/thefts took place, during the above period are indicated below :—

1964-65 ..	138
1965-66 ..	156
1966-67	266

(c) The total strength of the security staff excluding the Fire Wing is 842 and their yearly cost of establishment is approximately Rs. twenty lakhs.

INDO-IRANIAN JOINT VENTURES

2879. SHRI CHENGALRAYA NAIDU : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that India and Iran have decided to exchange to explore possibilities of greater economic collaboration and for establishing joint ventures;

(b) if so, whether it is also a fact that he had a meeting in New Delhi on the 8th February, 1968 with the Iranian Minister of Economy;

(c) if so, the subjects discussed and the decision arrived at; and

(d) when the experts of India are likely to visit Iran ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) to (d). During the talks held in Tehran in November, 1967, between the representatives of the two countries, questions

relating to industrial and economic co-operation between India and Iran were also discussed. The matter was also discussed in New Delhi on 7th Feb., 1968 with the Iranian Minister of Economy. The representatives of the two countries are expected to meet in the near future to hold further consultations in this regard.

ROURKELA STEEL PLANT

2880. SHRI BHAGABAN DAS :
SHRI JYOTIRMOY BASU :
SHRI P. RAMAMURTI :

Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that there is no co-ordination between most of the senior executives in the Rourkela Steel Plant;

(b) if so, the reasons therefor; and

(c) the action taken by Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) No, Sir.

(b) and (c). Do not arise.

STEEL PRODUCTION

2881. SHRI B. K. MODAK :
SHRI MOHAMMAD ISMAIL:
SHRI SATYA NARAIN SINGH :
SHRI K. ANIRUDHAN :

Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that Government have not drawn up any long term programme for steel production;

(b) if so, whether it is also a fact that due to no long term plan, other industries like coal and heavy engineering industries are facing difficulties; and

(c) the action Government propose to take in the matter ?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY): (a) The Draft Outline of the Fourth Five Year Plan envisages a capacity target of 14.8 million ingot tonnes by the end of the Fourth Five Year Plan *i.e.* 1970-71, to achieve production of 11.7 million ingot tonnes or 8.8 million tonnes of finished steel. The mild steel capacity is proposed to be achieved by setting up new steel plant at Bokaro to produce 1.7 million ingot tonnes and by expansions of Bhilai from 2.5 million ingot tonnes to 3.2 million ingot tonnes; of Durgapur from 1.6 million ingot tonnes to 3.4 million ingot tonnes; and of Rourkela from 1.8 million ingot tonnes to 2.5 million ingot tonnes. The first phase of expansion of Bhilai *i.e.* the iron making stage, is already under implementation. However, in view of the slow growth in the demand of steel and paucity of resources, implementation of further expansions of Rourkela and Durgapur envisaged in the Draft Outline has been deferred. In the interim, the demand for iron & steel up to 1980-81 is being reviewed, and considering the vital importance of developing Indian manufacturing capacity, a Committee has also been constituted to advise on the extent of self-reliance in steel making capacity. The need to set up additional steel making capacity in the future would be reviewed in the context of the expected demand and availability of resources.

(b) We are not aware that the heavy engineering industries and the coal industry are facing any difficulties on this account.

(c) The question does not arise.

JOINT PLANT COMMITTEE

2882. SHRI K. RAMANI : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether the sub-Committee appointed by the Standing Committee of the Iron and Steel Advisory Council has examined the question of pricing and distribution of steel and functioning of the Joint Plant Committee; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) Yes, Sir.

(b) The general view of the Sub-Committee was that the present system of pricing and distribution by the Joint Plant Committee is cumbersome and unnecessary and should be abolished subject to the provision that action should be taken simultaneously to permit sufficient imports to restore some kind of equilibrium between supply and demand and prevent undue increase in their prices. It also felt that the present system of freight equalisation may be continued at least for a year more. Some institutional arrangements would be necessary to operate the Freight equalisation fund as well as the Engineering Export Assistance Fund and Fund for subsidised freight on supplies of billets to Re-rollers for export. These points are now being examined by Government.

Leave Reserve strength of Ministerial Staff on Northern Railway

2883. SHRI NAMBIAR :
SHRI P. P. ESTHOSE :
SHRI C. K. CHAKRAPANI :

Will the Minister of RAILWAYS be pleased to refer to the reply given to the Unstarred Question No. 4622 on the 15th December, 1967 and state :

(a) whether the information regarding (i) leave reserve strength of Ministerial staff on various Divisions on the Northern Railway and (ii) the earned leave denied to the Ministerial staff due to shortage of clerical staff in some of the Divisions such as Ferozepur has since been collected; and

(b) if not, the reasons for the delay ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes. The information has been laid on the Table of the Sabha on 1-3-1968, copy laid on the Table of the House. [*Placed in Library. See* No. LT-352/68].

(b) Does not arise.

War Service Benefit to Clerks on Eastern Railway

2884. SHRI NAMBIAR :
SHRI P. RAMAMURTI :
SHRI SATYA NARAIN SINGH :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5471 on the 22nd December, 1967 regarding War Service benefit to the Clerks on the Eastern Railway and state :

(a) whether the information has since been collected; and

(b) if not, the reasons for the delay ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). The reference given in Question No. 5471 was not correct. The relevant orders have since been connected and necessary information is being compiled.

Rourkela Steel Plant

2885. SHRI JYOTIRMOY BASU :
SHRI MOHAMMAD ISMAIL:
SHRI K. M. ABRAHAM :

Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) the number of occasions on which production in Rourkela Steel Plant was hampered due to local disturbances during the last three years;

(b) the details thereof;

(c) the measures taken to prevent such happenings in future; and

(d) whether some people from Rourkela made representations to the Prime Minister in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI) : (a) to (d). Presumably by "local disturbances" the Hon'ble Members are referring to disturbances of a communal or regional nature etc. involving law and order situation. If so, production in the Rourkela Steel Plant was not hampered on any occasion during the last three

years, 1965-1967, on account of such disturbances. There was, however, considerable loss of production at the Plant due to labour unrest and illegal strike, etc. during the year 1967. In monetary terms, the loss was approximately of the order of Rs. 34 million.

UNCTAD

2886. SHRI BENI SHANKER SHARMA:
SHRI SHRI GOPAL SABOO:

Will the Minister of COMMERCE be pleased to state:

(a) whether Government have taken advantage of UNCTAD Conference to have disscussions with the delegations from abroad as to what India could sell to these countries; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, Sir. Government have availed of the opportunity of the presence of high level delegations from different countries for UNCTAD to acquaint them with India's industrial development and export potentialities in various fields. The scope for expansion of trade and economic cooperation has been explored with several delegations and discussions are in progress.

Trade agreements have been concluded with Mongolia and Brazil. Many delegations have expressed great interest in Indian products but actual business contracts will take some time to materialize.

Collection of Rent in Badli Industrial Estate

2887. SHRI BENI SHANKER SHARMA: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 2701 on the 16th June, 1967 and state:

(a) whether the rent from all the defaulting industrial units at Badli Industrial Estate has since been collected;

(b) whether there are still certain industrial units who have not paid rent so far; and

(c) the action taken by Government against such defaulting industrial units?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) Yes, Sir.

(c) Notices have been issued to six units and the case for collection of rent arrears has been sent to the Collector in respect of one unit.

Diesel and Electric Engines

2888. SHRI BENI SHANKER SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the total requirement of the Indian Railways of the diesel and electric Railway engines;

(b) the proportion of the same manufactured in India and imported from abroad; and

(c) the places where the above types of engines are being manufactured at present and their full capacity?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b) Requirements of diesel and electric locomotives depend upon traffic anticipations and vary from year to year. For the year 1967-68, the requirement was 37 electric locomotives, 98 diesel main line locomotives and 28 diesel shunters. Out of these, 32 diesel main line locomotives and 21 diesel shunters are being imported. For the year 1968-69, the proposal is to procure 75 electric locomotives, 125 diesel main line locomotives and 45 diesel shunters. Out of these, only 38 main line diesels may have to be imported, the rest being indigeneously manufactured.

(c) Diesel main line locomotives are being manufactured at the Diesel Locomotive Works, Varanasi. The capacity of this Works is expected to reach 150/160 locomotives per annum by 1970-71. Electric and diesel shunting locomotives

are being manufactured at the Chittaranjan Locomotive Works. The capacity of the Works is being developed to reach a production level of 100 electric locomotives per annum by 1970-71. The production of diesel shunting locomotives has just commenced and capacity is being developed to reach a production level of 60 locomotives per annum by 1970-71.

EASTERN RAILWAY EMPLOYEES CONSUMERS BISUDH COOPERATIVE SOCIETY LTD., JAMALPUR

2889. SHRI P. P. ESTHOSE :
SHRI K. M. ABRAHAM :
SHRI UMANATH :
SHRI K. ANIRUDHAN :

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3516 on the 8th December, 1967, regarding malpractices in the Eastern Railway Employees Consumers Bisudh Cooperative Society Ltd., Jamalpur and state :

(a) whether the investigation has been completed; and

(b) if so, the findings thereof and the action taken thereon ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). The working of Cooperative Societies is regulated by the Cooperative Societies Act and the rules made thereunder by the State Governments.

The present managing committee of the Eastern Railway Employees Consumers Bisudh Cooperative Society Ltd., Jamalpur, has instituted a court case against the previous managing committee for mismanagement of the affairs of the Society.

The matter is now sub-judice.

EXPORT OF STEEL TO U.S.S.R.

2890. SHRI ANBUCHEZHIAN :
SHRI BISHWANATH ROY:

Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that U.S.S.R. has agreed to buy 200,000 tonnes of steel from Hindustan Steel Limited;

(b) if so, the detailed of the agreement;

(c) whether the payment will be made in cash or kind; and

(d) whether any other country has been approached for the sale of steel ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) to (c). Under an agreement dated 12-2-1968 between HSL and Promsyrioimport, the trade organisation of the USSR Government, the latter has agreed to purchase from Hindustan Steel Ltd. 600,000 tonnes of steel sections comprising beams, channels and angles at the rate of 200,000 tonnes each during 1968, 1969 and 1970. While the description, technical specifications, prices etc. in respect of delivery during 1968 have been settled, the same in respect of deliveries during 1969 and 1970 will be decided later. The payment by Promsyrioimport will be made from repayments due to be made out of credits afforded by the Government of the USSR to the Government of India.

(d) HSL has already concluded several contracts for export of steel to a number of countries other than the USSR. HSL are on the look out for prospects to export to various countries and they bid for contracts wherever the delivery schedules and specifications are suitable.

DURGAPUR ALLOY STEEL PLANT

2891. SHRI P. RAMAMURTI :
SHRI UMANATH :

Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether it is a fact that the expansion scheme of Durgapur Alloy Steel Plant has been given up;

(b) if so, the reasons therefor; and

(c) whether it is also a fact that Government have given up the expansion scheme under pressure from some big private industrialists ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) No, Sir.

(b) and (c). Do not arise.

ROURKELA STEEL PLANT

2892. SHRI C. K. CHAKRAPANI: Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Unstarred Question No. 4651 on the 15th December, 1967 and state:

(a) whether the information regarding the daily loss of Rs. 20,000 in Rourkela Steel Plant due to the management's failure to clear the condenser pipes of Power Plant has since been collected; and

(b) if not, the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) and (b). The requisite information has already been collected and the implementation statement is being sent to the Department of Parliamentary Affairs.

NEW RAILWAY LINES IN MADRAS

2893. SHRI DEIVEEKAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government of Madras had submitted a list of 17 new Railway lines to be laid by the Central Government during 1956 in Madras;

(b) whether it is also a fact that the Madras Government had indicated the preference to the 6 new lines out of these 17 Railway lines;

(c) whether it is also a fact that only 3 out of these 6 were taken and the fourth line *i.e.* from ChinnaSalem—Chingalput has not been taken up so far; and

(d) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The Government of Madras had suggested 17 new lines for construction during the Second Five Year Plan.

(b) No.

(c) and (d). Three out of the 17 proposals recommended by the State Government were taken up for construction. The Chinnasalem—Chingleput line was not included in the Railways Second Plan and due to limitations of funds and resources it has not been possible to consider the construction of this rail link.

EXPORT OF MANUFACTURED AND SEMI-MANUFACTURED GOODS

2894. SHRI SHIVA CHANDRA JHA: Will the Minister of COMMERCE be plesaed to state:

(a) whether it is a fact that India is still facing difficulties in boosting her exports of manufactured and semi-manufactured goods to developed countries;

(b) if so, what are the difficulties and the ways in which Government propose to remove those difficulties; and

(c) the response of the developed countries to India's proposals in this regard so far?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) The difficulties encountered take the form of high import duties, quantitative limits or other restrictive policies. Through diplomatic channels and through international organisations, all endeavours are being made by us to reduce the adverse effects of such measures on our trade.

(c) The response so far has been inadequate. However, there are indi-

cations that the developed countries now appreciate our difficulties and the need for solving them.

EXPORT OF COW-BOY SHOES

2895. SHRI SHIVA CHANDRA JHA : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that India exports cow-boy shoes;

(b) if so, the countries to which and the quantity exported to each of them annually; and

(c) the foreign exchange earned by India therefrom annually ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) to (c). For the first time, India has exported to the U.S.A. in 1947, 2,400 pairs of cow-boy boots and 53,000 pairs of uppers earning foreign exchange of the order of Rs. 8.59 lakhs.

INCREASE IN SPEED OF TRAINS

2897. SHRI SHIVA CHANDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government are planning to shorten the hours in long distance journeys like Delhi—Howrah, Bombay—Howrah etc., by increasing the speed of trains;

(b) if so, by how much *vis-a-vis* the present speed and between which terminals;

(c) whether that plan will also be applicable to Assam Mail; and

(d) if not, the reasons thereof ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). No. However, the feasibility of running a train at speed of 70/75 miles per hour on Delhi—Howrah route is being examined from a technical angle.

(c) and (d). After the feasibility study is completed and experience gained in running of the proposed train on Delhi—Howrah route, other routes can be considered for the purpose.

हारसूल स्टेशन

2898. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य रेलवे के हारसूल स्टेशन पर प्रथम तथा द्वितीय श्रेणी के प्रतीक्षालय नहीं है;

(ख) यदि हां, तो क्या अब सरकार का विचार इनका निर्माण कराने का है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) :

(क) जी, हां ।

(ख) जी, नहीं ।

(ग) फिलहाल इस स्टेशन पर ऊँचे दर्जे का यात्री यातायात इतना अधिक नहीं है कि वहां पहले और दूसरे दर्जे के प्रतीक्षालयों की व्यवस्था करने का औचित्य हो।

तिमरनी रेलवे स्टेशन

2899. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि तिमरनी रेलवे स्टेशन पर पहले और दूसरे दर्जे के कोई प्रतीक्षालय नहीं हैं;

(ख) क्या वहां पर प्रतीक्षालय बनाने का सरकार का विचार है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) :

(क) जी, हां ।

(ख) और (ग). फिलहाल इस स्टेशन पर ऊंचे दर्जे का यातायात इतना कम है कि उस से यहां ऊंचे दर्जे के एक प्रतीक्षालय की व्यवस्था करने का औचित्य नहीं बनता। फिर भी, 1969-70 का निर्माण कार्यक्रम तैयार करते समय इस मामले पर फिर से विचार किया जायेगा ।

मध्य प्रदेश में रेलवे लाइनें

2900. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे लाइनों के सम्बन्ध में मध्य प्रदेश में किये गये सर्वेक्षण का ब्यौरा क्या है;

(ख) क्या सरकार का विचार इन रेलवे लाइनों को आदिम जातीय तथा डाकाजनी के क्षेत्रों तक ले जाने का है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) रेलवे से सम्बन्धित मामलों का ब्यौरा राज्य-वार नहीं, बल्कि रेलवे-वार रखा जाता है। परन्तु कुछ समय पहले नीचे लिखी गयी नयी लाइनों के प्रस्तावों की जांच की गयी थी । ये लाइनें पूर्णतः या आंशिक रूप से मध्य प्रदेश में पड़ती हैं :

(i) दांतेवाड़ा धल्ली राजहरा;

(ii) दांटेवाड़ा-भद्राचलम रोड ।

(ख) और (ग). जी, नहीं । जांच के परिणामस्वरूप पता चला है कि वित्तीय दृष्टि से इन लाइनों के निर्माण का औचित्य नहीं है।

बुरहानपुर स्टेशन पर प्रथम और द्वितीय श्रेणी के महिला प्रतीक्षालय

2901. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य रेलवे में बुरहानपुर रेलवे स्टेशन पर प्रथम और द्वितीय श्रेणी की महिला यात्रियों के लिये कोई प्रतीक्षालय नहीं है और स्टेशन पर महिलाओं के लिये जो एक प्रतीक्षालय है वह सब महिला यात्रियों के लिये है, क्योंकि उस पर इस प्रकार का कोई संकेत नहीं है कि वह केवल पहले और दूसरे दर्जे में यात्रा करने वाली महिलाओं के लिये ही है;

(ख) क्या यह भी सच है कि उस स्टेशन के लिये सोने और बैठने की सीटों के आरक्षण का कोई कोटा निश्चित नहीं किया गया है; और

(ग) यदि हां, तो सरकार इस मामले में क्या कार्यवाही कर रही है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी, नहीं । इस स्टेशन पर महिलाओं के लिए एक ऊंचे दर्जे के प्रतीक्षालय की व्यवस्था की गयी है। वर्तमान नियमों के अनुसार, यह प्रतीक्षालय तीसरे दर्जे में यात्रा करने वाली महिलाओं के लिए भी खुला रहता है । तीसरे दर्जे के मुसाफिरखाने में महिलाओं के लिए कुछ स्थान अलग से घेर भी दिया गया है।

(ख) और (ग). बुरहानपुर से आरक्षण के लिए अलग से कोई कोटा नहीं रखा गया है। अन्य मध्यवर्ती स्टेशनों की तरह बुरहानपुर से भी यात्रियों द्वारा की जाने वाली आरक्षण की मांग को आरक्षण पर नियन्त्रण रहने वाले स्टेशनों द्वारा यथासम्भव पूरा किया जाता है ।

चांदगढ़ क्षेत्र में इस्पात कारखाना

2902. श्री गं० च० दीक्षित : क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हरसाद तहसील (मध्य प्रदेश) के चांदगढ़ क्षेत्र में लौह अयस्क बहुत अधिक मात्रा में उपलब्ध है;

(ख) क्या यह भी सच है कि उस क्षेत्र का सर्वेक्षण पहले ही किया जा चुका है; और

(ग) यदि हां, तो क्या सरकार का विचार इस क्षेत्र में एक इस्पात, कारखाना स्थापित करने का है और यदि हां, तो इसके कब तक स्थापित हो जाने की सम्भावना है ?

इस्पात, खान तथा धातु मंत्रालय में राज्य मंत्री (श्री प्र० चं० सेठी) : (क) और (ख). मध्य प्रदेश के चंडीगढ़ क्षेत्र में कच्चे लोहे के जिस निक्षेप का पता चला है वह परिमाण में बहुत छोटा है।

(ग) प्रश्न उत्पन्न नहीं होता ।

ROURKELA STEEL PLANT

2903. SHRI GADILINGANA GOWD: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether it is a fact that Rourkela Steel Plant and Hindustan Steel Ltd. have entered into a contract with certain firms for the supply of iron ore and manganese without inviting tenders from other firms;

(b) if so, the reasons therefor; and

(c) the names of firms with which the Steel Plant has entered into the above contract?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) to (c). Presumably the Hon. Member is referring to the contracts entered into between the Rourkela Steel Plant, Hindustan Steel Ltd., and Messrs. B. Patnaik Mines Ltd; Messrs. Misrilal Jain and Sons, and Messrs. Rungta & Sons. Pvt. Ltd., in July, 1966 for supply of iron ore and manganese ore on a long term basis. If so, the operation of the contracts with the three mine-owners has been taken over by M.M.T.C. since July 1, 1967. The entire transactions, including the reasons for not inviting tenders, have already been examined by the Committee on Public Undertakings who submitted their Report in December, 1967.

NEW RAILWAY LINES IN ANDHRA PRADESH

2904. SHRI GADILINGANA GOWD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government of Andhra Prdaesh has urged the construction of some new railway lines to facilitate transport in the State;

(b) if so, the lines recommended; and

(c) the lines accepted for survey by the Central Government?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The Government of Andhra Pradesh have recommended the following new railway lines for the Fourth Plan:

(i) Ongole-Hyderabad *via* Nagarjunasagar.

(ii) Bailadilla-Kothagudem.

(iii) Bhadrachalam Road to Kovvur.

(c) Engineering and Traffic surveys for a new line from Dantewara (Bailadilla) to Bhadrachalam Road and feasibility-*cum*-cost studies for the Bhadrachalam Road-Kovvur link have already been carried out.

IMPORT OF STUDIO EQUIPMENT AND RAW FILMS

2905. SHRI GADILINGANA GOWD: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the Government of Andhra Pradesh have requested for allocation of foreign exchange for the import of latest studio equipment and raw films for the producers in the State; and

(b) if so, the action taken by Government in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). Yes, Sir. The Government of Andhra Pradesh have recommended an application for import of Studio equipment for establishment of a new film studio at Hyderabad which is under consideartion. The present distribution arrangements of raw film quota for Andhra Pradesh is working satisfactory and as such no change is necessary.

उत्तर रेलवे पर रेलवे प्रयोक्ता सलाहकार समिति में गैर-सरकारी सदस्यों की नियुक्ति

2906. **श्री राम चरण :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि उत्तर रेलवे के विभिन्न डिवीजनों में रेलवे प्रयोक्ता सलाहकार समिति के गैर-सरकारी सदस्यों की नियुक्ति किस आधार पर की जाती है तथा प्रत्येक डिवीजन में उक्त समिति में अब तक नियुक्त व्यक्तियों का ब्यौरा क्या है?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : मण्डल रेल उपयोगकर्ता परामर्श समिति के गैर-सरकारी सदस्यों की नियुक्ति इस सिद्धान्त पर आधारित है कि रेल उपयोगकर्ताओं के विभिन्न वर्गों का यथासम्भव व्यापक प्रतिनिधित्व प्राप्त किया जाय ।

प्रत्येक मण्डल में उपर्युक्त समिति में अब तक नियुक्त किये गये व्यक्तियों का ब्यौरा विवरण में दिया गया है जो सभा पटल पर रखा गया है । [पुस्तकालय में रखा गया । देखिये संख्या LT 353/68]।

रेल उपयोगकर्ताओं के कुछ वर्गों द्वारा नामजद व्यक्तियों के नामों की सूचना की अभी प्रतीक्षा की जा रही है।

इलाहाबाद डिवीजन में रेलवे दुर्घटनाएं

2907. **श्री राम चरण :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पिछले छः महीनों में इलाहाबाद डिवीजन में बहुत सी दुर्घटनाएं हुई हैं जिन में एक या दो गार्डों सहित कुछ रेलवे कर्मचारियों को माल गाड़ी पर ड्यूटी पर रहते हुए जान से हाथ धोना पड़ा है;

(ख) क्या यह भी सच है कि रेलवे गार्डों के अलावा इलाहाबाद डिवीजन में यात्री भी इन दुर्घटनाओं के शिकार हुए हैं ;

(ग) यदि हां, तो रेलवे कर्मचारियों और जनता की सुरक्षा के लिए सरकार क्या कार्यवाही कर रही है; और

(घ) अब तक कितने रेलवे कर्मचारी मरे हैं और मृतकों के परिवारों को सरकार ने कितनी सहायता दी है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) गार्ड पर घातक हमले की केवल एक ही घटना हुई थी जो 8-1-68 को रूरा और जूही स्टेशनों के बीच 176 डाउन माल गाड़ी पर ड्यूटी देते हुए घटी । एक दूसरे मामले में, गार्ड पर उस समय हमला किया गया, जब वह 28-1-68 को फालतू गार्ड के रूप में पहले दर्जे के एक डिब्बे में टुंडला वापस लौट रहा था ।

(ख) जी, नहीं ।

(ग) रेलवे परिसरों में और रेल गाड़ियों में कानून और व्यवस्था बनाये रखने की जिम्मेदारी सम्बन्धित राज्य सरकारों की है । चूंकि रेलें भी इस मामले में मुख्य रूप से सम्बद्ध हैं, इस लिए जहां कहीं आवश्यकता होती है, राज्य पुलिस को रेल सुरक्षा दल की सहायता दी जाती है । रेलवे कर्मचारियों और यात्रियों की सुरक्षा के लिए प्रभावित खण्ड की गाड़ियों में सशस्त्र पुलिस चलती है जिसकी सहायता रेलवे सुरक्षा दल के कर्मचारी करते हैं ।

(घ) एक मृतक के परिवार को अनुग्रह के रूप में 200 रुपये की राशि तुरन्त दे दी गयी थी। क्षतिपूर्ति की 800 रुपये की धनराशि के बिल की जांच-पड़ताल मण्डल लेखा अधिकारी, उत्तर रेलवे द्वारा की जा रही है।

NATIONAL INDUSTRIAL DEVELOPMENT CORPORATION

2908. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether the National Industrial Development Corporation has secured consultancy assignments from abroad;

(b) if so, the names of countries who are willing to avail of its services;

(c) the amount of foreign exchange earned through these assignments; and

(d) the steps which are being taken by Government to develop this line of export ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) Yes, Sir.

(b) Iran, Kenya, Malayasia, Ethiopia and Kuwait.

(c) Rs. 4.91 lakhs.

(d) Necessary encouragement is given for the export.

उत्तर प्रदेश में लगाये गये कारखाने

2909. श्री निहाल सिंह : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश के वे कौन-कौन से जिले हैं जहां गत पांच वर्षों में केन्द्रीय सरकार की सहायता से कारखाने खोले गये हैं तथा उनका ब्यौरा क्या है; और

(ख) केन्द्रीय सरकार ने उनमें कितनी पूंजी लगाई हुई है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) और (ख). जानकारी इकट्ठी की जा रही है और वह सभा पटल पर रख दी जायगी।

देहाती क्षेत्रों के स्टेशनों पर तैनात कर्मचारियों के लिये मकान

2910. श्री निहाल सिंह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश के देहाती क्षेत्रों में रेलवे लाइनों पर काम करने वाले गैंगमैनों के परिवारों को रहने के लिए मकानों की उचित व्यवस्था नहीं की गई है;

(ख) यदि हां, तो इसके क्या कारण हैं ;

(ग) क्या सरकार द्वारा इन कर्मचारियों को मकान किराया भत्ता दिया जाता है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे०मु० पुनाचा) : (क) जी नहीं। जहां तक जरूरी समझा गया है गैंग मैनों के लिए आमतौर पर उत्तर प्रदेश के देहाती क्षेत्रों में मकानों की व्यवस्था की गई है।

(ख) सवाल नहीं उठता।

(ग) और (घ). गैंगमैनों को मकान किराया भत्ता उसी प्रकार मिलता है जिस प्रकार अन्य रेलवे कर्मचारियों को अर्थात् यदि वे ऐसे शहरों में नियुक्त किये जाते हैं जिसके लिए मकान किराया भत्ता मंजूर किया गया हो।

एसोशियेट बैटरी मेकर्स (ईस्टर्न) लिमिटेड

2911. श्री निहाल सिंह : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एसोसिएट

बैटरी मेकर्स (ईस्टर्न) लिमिटेड का विचार ब्रिटेन के क्लोराइड ग्रुप के सहयोग से पूना में दूसरा बैटरी कारखाना स्थापित करने का है;

(ख) यदि हां, तो इसकी शर्तें क्या हैं और कारखाने की स्थापना पर कितनी लागत आयेगी; और

(ग) यह कार्य कब तक प्रारम्भ होने की संभावना है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) जी, हां, किन्तु बिना किसी नए सहयोग अथवा विदेशी पूंजी विनियोजन किये हुए ।

(ख) फर्म द्वारा विस्तार योजना के लिए प्रस्तावित कुल अतिरिक्त विनियोजन की राशि लगभग 57 लाख रुपये है जिसमें से आयातित संयंत्र तथा उपकरणों की लागत लगभग 13.55 लाख रुपये होगी । वह ब्रिटेन से उपकरणों का आयात अपने उत्पादों के निर्यात से हुई आय के बदले करना चाहती है ।

(ग) 2½ वर्ष ।

IRON ORE DEPOSITS IN CALICUT

2912. SHRI P. VISWAMBHARAN: Will the Minister of STEEL, MINES AND METALS be pleased to state the steps taken by Government to exploit the iron ore deposits in Calicut district in Kerala ?

THE MINISTER OF STEEL, MINES AND METALS (DR. CHANNA REDDY) : The Geological Survey of India are presently undertaking detailed exploration of the iron ore deposits in Kozhikode area in Calicut District, Kerala. The question of exploitation of these deposits will be considered after the results of the exploration are known to Government.

COMPENSATION TO VICTIMS OF RAILWAY ACCIDENTS

2913. SHRI P. VISWAMBHARAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that compensation to the victims of Railway accidents is paid on the basis of their previous earnings;

(b) the basis of compensation to the victims of railway accidents who are not earning members; and

(c) whether Government propose to modify the rules to pay compensation to the non-earning members also?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Compensation to persons involved in railway accidents and to dependents of those killed in railway accidents, where payable in terms of Section 82A of the Indian Railway Act, 1890, is determined by the rules framed in pursuance of powers confererd by Section 82J of the same. A copy of these rules is laid on the table of the House.[*Placed in Library. See* No. LT—354/68]. It will be seen therefrom that the compensation payable bears a relation to the income of the person involved in the accident at the time of accident.

(b) The basis is indicated in the attached rules.

(c) In view of the reply to part (b), the question does not arise.

उत्तर प्रदेश में लघु उद्योगों का विकास

2914. श्री मोलहू प्रसाद : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर प्रदेश के ग्रामीण तथा शहरी क्षेत्रों के लघु उद्योगों के विकास के लिये चौथी पंच-वर्षीय योजना में कितनी राशि नियत की गई है; और

(ख) इस योजना की क्रियान्विति केन्द्रीय सरकार तथा उत्तर प्रदेश सरकार के बीच किस प्रकार से समन्वित की गई है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) ठीक-ठीक आवंटन का पता चौथी योजना को अन्तिम रूप दिये जाने के बाद ही चल सकेगा ।

(ख) लघु उद्योग बोर्ड की मंत्रि-स्तर पर तथा उसकी सरकारी स्तर की समिति समय-समय पर बैठकों का आयोजन करके समन्वय किया जाता है, जिनमें से दोनों में ही केन्द्र और राज्य के प्रतिनिधि होते हैं।

रेलवे सुरक्षा विशेष दल में भर्ती के लिए पदों का विज्ञापन

2915. श्री मोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) नई दिल्ली स्थित रेलवे बोर्ड ने 1962 से लेकर जनवरी 1968 तक की अवधि में रेलवे सुरक्षा विशेष दल में भर्ती के लिये किन-किन समचार-पत्रों को विज्ञापन दिये और प्रत्येक को कितने-कितने मूल्य के;

(ख) क्या यह भी सच है कि हिन्दी समाचार-पत्रों को अंग्रेजी समाचार पत्रों से कम राशि दी गई; और

(ग) यदि हां, तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जिन समाचार-पत्रों को विज्ञापन दिये गये, उनके नाम और विज्ञापनों का मूल्य इस प्रकार हैः—

समाचार-पत्र का नाम	कितने मूल्य का भुगतान किया गया
1963 में दिये गये विज्ञापन	
	रु०
1. हिन्दुस्तान टाइम्स, नई दिल्ली (अंग्रेजी)	328.60
2. इंडियन एक्सप्रेस, नई दिल्ली (अंग्रेजी)	225.00
3. टाइम्स आफ इंडिया, नई दिल्ली (अंग्रेजी)	177.60
4. स्टेट्समैन, नई दिल्ली (अंग्रेजी)	138.60
1968 में दिये गये विज्ञापन	
1. विश्वमित्र, पटना (हिन्दी)	44.00 रु०

(ख) जी, नहीं।

(ग) सवाल नहीं उठता।

रेलवे सुरक्षा विशेष दल

2916. श्री मोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे सुरक्षा विशेष दल में भरती के लिये कितने अधिकारी जिम्मेदार हैं तथा इनमें से कितने अधिकारी अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के हैं; और

(ख) यदि उनमें अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के कोई भी अधिकारी नहीं हैं तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) रेल सुरक्षा विशेष दल में भर्ती से सम्बन्धित काम करने वाले अधिकारियों की संख्या····15

इन अधिकारियों में अनुसूचित जाति/अनुसूचित आदिम जाति के अधिकारियों की संख्या ····कोई नही।

(ख) भर्ती करने के काम में अनुसूचित जाति के किसी अधिकारी को नहीं रखा जा सका क्योंकि भर्ती-बटालियनों में अनुसूचित जाति का कोई अधिकारी नहीं था।

रुई के मूल्यों में गिरावट

2917. श्री देवराव पाटिल : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि महाराष्ट्र राज्य की विदर्भ किसान सभा ने इस आशय का एक प्रस्ताव पास किया है कि ओटी हुई तथा बिना ओटी हुई रूई पर बैंकों द्वारा दी जाने वाली अग्रिम राशियों पर भारत के रिजर्व बैंक द्वारा लगाये गए प्रतिबन्ध के कारण और मिलों के कोटे में कमी के कारण इस वर्ष रुई का मूल्य

गत वर्ष के इसी समय के मूल्य की तुलना में काफी कम हो गया है और उसने वह प्रस्ताव केन्द्रीय सरकार के पास भेज दिया है ; और

(ख) यदि हां, तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरेशी) : (क) 4 फरवरी, 1968 को सरकार को विदर्भ शेतकारी सभा, अमरावती द्वारा पारित प्रस्ताव की एक प्रति प्राप्त हुई। प्रस्ताव की प्रमुख बातें संलग्न विवरण में दी गई हैं।

(ख) नवम्बर तथा दिसम्बर, 1967 में प्रचलित असाधारणत: ऊंचे मूल्यों की तुलना में रुई के मूल्यों में अभी हाल में कुछ गिरावट आई है। किन्तु मूल्य अब भी न केवल चालू मौसम के समर्थक मूल्यों से काफी ऊंचे हैं अपितु 1966–67 के अधिकतम मूल्यों से भी अधिक हैं। मूल्य स्थिति की निरन्तर पुनरीक्षा की जाती है और कपास उगाने वाले कृषकों के हितों की रक्षा के लिए उचित समय पर आवश्यक उपाय किये जायेंगे। रुई का आयात, स्वदेशी रुई की उपलब्धि तथा उद्योग का कार्य सामान्य रूप से चलाने के लिए आवश्यक रुई की मात्रा के बीच की कमी को पूरा करने के लिए ही किया जाता है। बफर स्टाक बनाने के सम्बन्ध में जांच करने के लिए स्थापित की गई समिति के प्रतिवेदन की प्रतीक्षा की जा रही है। कपड़े के मूल्यों पर नियन्त्रण का जहां तक सम्बन्ध है, उसके हटा देने से जनता के गरीब वर्ग को हानि होने की संभावना है और इस मामले पर बड़े गौर से विचार किया जा रहा है।

विवरण

4 फरवरी, 1968 को विदर्भ शेतकारी सभा, अमरावती (महाराष्ट्र) की बैठक में पारित संकल्प की मुख्य-मुख्य बातें :—

1. रुई के सम्बन्ध में ऋण प्रतिबन्धों को हटा देना चाहिए।

2. भारतीय सूती मिल संघ द्वारा अपने सदस्य मिलों को रुई खरीदना बन्द करने का जो निदेश दिया है उस पर सभा ने विरोध प्रकट किया है।

3. सूती वस्त्र पर से मूल्य नियन्त्रण हटा दिया जाना चाहिए।

4. भारतीय रुई के मूल्यों में गिरावट को देखते हुए रुई का आयात बन्द कर दिया जाना चाहिए।

5. लोगों को आयातित रुई से बने वस्त्रों का प्रयोग न करने की शपथ लेनी चाहिए।

6. सरकार को रुई का बफर स्टाक बनाना आरंभ कर देना चाहिए।

7. जब तक हालत सुधर न जाए, तब तक किसान, अपनी रुई की यथासंभव बिक्री न करें। इस बीच सहकारी बैंकों द्वारा उन्हें वित्तीय सहायता दी जानी चाहिए।

SLEEPING ACCOMMODATION IN MAIL AND EXPRESS TRAINS

2918. SHRI YAJNA DATT SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Mail and Express trains involving night journeys wherein sleeping accommodation in third class is available;

(b) the number of those where the same is not available; and

(c) the time likely to be taken for extending this facility in all trains involving night journeys ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). Third class sleepers coaches have been provided on all Mail and Express trains involving night journeys except on 5 pairs of trains.

(c) It is expected that this facility will be made available by the end of the Fourth Plan period on all trains involving night journeys where the likely occupation of sleeper coaches is expected to be adequate.

बंगाल स्वदेशी कपास का निर्यात

2919 **श्री रघुवीर सिंह शास्त्री :**
श्री दामानी :

क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय सूती कपड़ा मिल संघ ने सरकार से प्रार्थना की है कि 'बंगाल स्वदेशी कपास' का निर्यात बन्द कर दिया जाये;

(ख) यदि हां, इस बारे में कपास उत्पादकों की क्या प्रतिक्रिया है;

(ग) इससे प्रतिवर्ष कितनी विदेशी मुद्रा की कमाई हुई; और

(घ) इस बारे में सरकार द्वारा क्या निर्णय किया गया है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरेशी) : (क) और (ख) : उद्योग के कुछ क्षेत्रों से बंगाल देशी रुई का निर्यात बन्द करने के लिए अभ्यावेदन मिले हैं, परन्तु उत्पादक तथा व्यापारी इसका विरोध कर रहे हैं ।

(ग) गत तीन वर्षों में बंगाल देशी रुई के निर्यात के मूल्य निम्नलिखित हैं :—

वर्ष	मूल्य करोड़ रु० में
1964-65	9.72
1965-66	9.02
1966-67	13.18

(घ) मामले पर विचार हो रहा है ।

RELIEVING MESS AT ALIPURDUAR JUNCTION

2920. SHRI B. K. DASCHOWDHURY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any provision of Relieving Mess for Railway staff at their Headquarters stations;

(b) if so, the reasons for not providing Relieving Mess at Alipurduar Junction; and

(c) the total number of Relieving Messes provided on the Northeast Frontier Railway ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

RESERVATIONS OF SEATS FOR RAILWAY STAFF

2921. SHRI B. K. DASCHOWDHURY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the staff on duty are allowed to travel in any classes where accommodation is available while they are going for Emergency duty in the interest of the Administration;

(b) if not, whether there is any provision of reserved seats only for the staff;

(c) whether any complaints have been received from the Relieving Staff in connection with the accommodation in trains; and

(d) if so, the action taken thereon ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No.

(b) Yes, in certain cases essential staff travelling on duty are provided reserved accommodation.

(c) No.

(d) Does not arise.

EXTENSION OF B.G. LINE BEYOND KALKA

2922. SHRI PARTAP SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any scheme to extend the broad-gauge line beyond Kalka on the Northern Railway;

(b) if so, the details thereof; and

(c) when the work is likely to be taken in hand and completed?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) and (c). Do not arise.

COIR PRODUCTS

2923. SHRI R. BARUA: Will the Minister of COMMERCE be pleased to state:

(a) whether the export potential of coir and coid products have dwindle;

(b) if so, the reasons therefor; and

(c) whether any steps are proposed to be taken to save the industry from its possible fast decline?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). While the export potential for coir has not dwindled, there has been some decline in our exports due to competition from other sophisticated floor coverings due to general rise in the standard of living in the developed countries and the shift in consumer's tastes for better type of products. A statement indicating the steps taken for increasing exports of coir products is attached.

Statement

Steps taken to step up exports of coir products

1. Various export promotion measures have been undertaken, such as import replenishment, publicity abroad, participation in exhibitions and Fairs, disseminating publicity literature, documentary films, etc.

2. Compulsory pre-shipment inspection of coir door mats and coir yarn has been introduced to ensure quality of exports.

3. Diversification of production and introduction of modern designs for traditional products are being encouraged. New products such as rubberised coir goods, curled fibre, wall hangings etc. are now being manufactured essentially for exports.

4. In order to meet the more sophisticated type of demand, mechanisation has recently been introduced in the manufacture of coir mattings. The Coir Board itself has set up a five-powerloom unit.

5. Negotiations are held for reduction/removal of tariff and quantitative restrictions in foreign countries.

6. A sales team is being sponsored to visit some of the African countries to explore possibilities of exporting rubberised coir products.

7. On a review of coir export, the export duty on coir yarn has been reduced from 25% to 15% *ad valorem* and the export duty on other coir products abolished with effect from the 7th February, 1968.

अन्तर्राष्ट्रीय विकास सम्मेलन

2924. श्री ओंकार लाल बेरवा : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) अन्तर्राष्ट्रीय विकास सम्मेलन में कितने देशों ने भाग लिया था;

(ख) उसमें क्या निर्णय लिये गये थे;

(ग) उस पर भारत द्वारा कितना खर्च किय गया था; और

(घ) उक्त सम्मेलन में भाग लेने के परिणामस्वरूप देश को क्या लाभ हुआ ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) से (घ). यह स्पष्ट नहीं है कि माननीय सदस्य किस सम्मेलन का उल्लेख कर रहे हैं। यदि उनका अभिप्राय नवम्बर-दिसम्बर, 1967

में एथेन्स में औद्योगिक विकास पर हुई अन्तर्राष्ट्रीय गोष्ठी से है तो इस सम्बन्ध में एक विवरण संलग्न है ।

विवरण

(क) इस गोष्ठी में 78 सरकारों के कुल 589 प्रतिनिधियों, 15 अन्तः सरकारी संस्थानों, संयुक्त राष्ट्र-संघ के सचिवालय (संयुक्त राष्ट्र औद्योगिक विकास संगठन को छोड़ कर) के 1 कार्यालयों तथा आयोगों, राष्ट्र-संघ के 7 विशिष्ट तथा सम्बद्ध संस्थाओं और 6 गैर-सरकारी संगठनों ने भाग लिया था।

(ख) गोष्ठी की कार्य-सूची तीन भागों में विभक्त थी :—

(1) सारे संसार के विकासशील देशों के विशेष संदर्भ में सभी उद्योगों का सामान्य सर्वेक्षण; (2) मुख्य औद्योगिक क्षेत्रों की स्थिति, समस्याएं तथा सम्भावनाएं (3) विकासशील देशों की नीतियां तथा प्रयत्न (क) औद्योगिक नीति के सामान्य मामले तथा उन्हें लागू किया जाना, (ख) औद्योगिक कार्यक्रमों का बनाया तथा लागू किया जाना; (ग) औद्योगिक मानव शक्ति; (घ) उद्योगों के लिए देश में ही वित्त व्यवस्था; (ङ) औद्योगिक विकास के लिए प्रशासनिक व्यवस्था; (च) औद्योगिक अनुसंधान तथा अन्य तकनीकी सेवाएं; (छ) औद्योगिक निर्यात तथा निर्यात-उन्मुख उद्योगों तथा आयात प्रतिस्थापन उद्योगों को प्रोत्साहन; (ज) लघु उद्योग; (4) औद्योगिक विकास के अन्तर्राष्ट्रीय पहलू; (क) क्षेत्रीय सहयोग (ख) विदेशी वित्त-व्यवस्था, (ग) तकनीकी सहयोग कार्य-सूची की मद संख्या (2), (3) तथा (4) पर विचार करने के लिए तीन समितियां बनाई गई थीं। इन समितियों ने अपने प्रतिवेदन तैयार किए जिन्हें गोष्ठी ने अपनी 19 दिसम्बर, 1967 को हुई 10वीं बैठक में स्वीकार कर लिया था। इन समितियों के प्रतिवेदनों के अतिरिक्त गोष्ठी ने इन प्रतिवेदनों में अपनी अन्तिम बैठक में की

गई दो प्रकार की सिफारिशों को भी शामिल कर दिया था जिनमें से एक औद्योगिक दृष्टि से उन्नत देशों तथा दूसरी विकासशील देशों की थी। गोष्ठी ने यह हार्दिक आकांक्षा व्यक्त की कि विकसित तथा विकासशील देशों में राष्ट्र-संघ औद्योगिक विकास संगठन तथा अन्य उपयुक्त संस्थाओं की परिधि के अन्दर रहते हुए बातचीत के द्वारा आपसी सद्भावना का क्षेत्र विस्तृत होगा और इससे संसार के विकासशील देशों के उद्योगीकरण की गति तीव्र होगी।

(ग) भारतीय शिष्टमण्डल के लिए 82,000 रुपये की राशि मंजूर की गई थी।

(घ) इस गोष्ठी में भाग लेने से भारत को होने वाले लाभ का मूल्यांकन दीर्घकाल के आधार पर किया जा सकता है तत्काल नहीं। भारतीय शिष्टमण्डल ने सम्मेलन के विचार-विमर्श में सक्रिय भाग लिया था।

PRICES OF RAW COTTON

2925. SHRI M. SUDARSANAM: Will the Minister of COMMERCE be pleased to state:

(a) the steps taken to stabilise the prices of raw cotton; and

(b) the effect on such steps on the price of raw cotton?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). For the cotton year 1967-68 (September—August), in response to the wishes of the farmer, the industry and the trade, statutory ceilings on prices of cotton were removed. In order to protect the legitimate interests of industry, labour and consumer, certain safeguards such as stock control and credit control were kept in operation. To assure farmer of a reasonable return, minimum support prices have been fixed at 5—10% over the corresponding floor prices in the previous year and it has been declared by Government that they would be prepared to

buy whatever quantities are offered for sale at these prices. Following further steps have also been taken to regulate the marketing of cotton :—

(i) Mills and other cotton licence holders are required to declare their cotton stocks to the Textile Commissioner each month in a prescribed form.

(ii) All purchases and sales of cotton are to be registered with the Indian Cotton Mills Federation who are to submit a consolidated report to the Textile Commissioner regularly.

(iii) No specific delivery contract are to be for a period of more than one month.

2. From the latter half of January, prices have shown a declining trend towards reasonable levels from the high levels touched in November, December, 1967.

TRADE AGREEMENT WITH MONGOLIA

2926. SHRI BISHWANATH ROY : Will the Minister of COMMERCE be pleased to state :

(a) whether a trade agreement between India and Mongolia has been signed recently; and

(b) if so, the terms of the agreement ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir.

(b) Under the trade and payments agreement signed on 13th February, 1968 between India and Mongolia, both the countries will accord each other most favoured nation treatment and also help each other in respect of actual movement of trade between the two countries. It has also been decided under this agreement that all payments for current transactions between the two countries shall be effected in convertible currency unless otherwise agreed to. In case the two Governments agree to make payment for some transactions through a clearing account, it will also be permissible.

2. The agreement envisages export from India to Mongolia of items like tea, tobacco, spices, shellac, vegetable oil, canned fruit juices and various industrial goods *viz.* light industry machinery, lectro-technical goods, transport equipment, measuring instruments, medical equipment and pharmaceuticals, chemical goods, textiles, jute manufactures, tarpaulins and other consumer goods. The main items available for export from Mongolia to India are wool, skins of animals, woollen nitwear and woollen cloth, cattle horns etc.

ELECTRO-MAGNETIC SIGNALLING DEVICE

2927. SHRI MANIBHAI J. PATEL: Will the Minister of RAILWAYS be pleased to state :

(a) whether a new Electro-Magnetic signalling device has been introduced at Delhi Main Station recently;

(b) Relay equipment and other esborated in the project and the amount spent thereon; and

(c) the utility of having this new device in terms of handling traffic and savings to be effected thereby ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes. A new system of Route Relay Interlocking has been introduced at Delhi Main Station on 14-2-1968.

(b) Relay equipment and other essential accessories were obtained from France at a cost of little less than Rs. 16 lacs in foreign exchange;

(c) The benefits of this system are :—

(i) increased safety of train movements,

(ii) quickening of all movements in the Yard including reception, despatch and shunt operations,

(iii) better flexibility in Yard movements and operations.

(iv) increased efficiency due to centralised operations.

(v) 2.1 lakhs saving in revenue expenditure.

POSTS OF ASSISTANT PERSONNEL INSPECTORS ON BIKANER AND JODHPUR DIVISIONS

2928. SHRI RAM SINGH AYARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of sanctioned posts of Assistant Personnel Inspectors (Adjudication) on the Bikaner and Jodhpur divisions of the Northern Railway;

(b) the yardstick on the basis of which these posts are sanctioned; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a)

Bikaner Division	2
Jodhpur Division	3

(b) and (c). The strength is fixed on the basis of tactual quantum of work.

TRADE UNIONS ON THE RAILWAYS

2929. SHRI RAM SINGH AYARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any difference between the rights and privileges of registered trade unions on the Railways and in other Government Departments; and

(b) if so, the details thereof and the action being taken to reconcile them?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The rights and privileges of registered trade unions are the same for all industrial establishments.

उत्तर प्रदेश के बांदा मानिकपुर क्षेत्र में सीमेन्ट के कारखाने

2930. श्री जगेश्वर यादव : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश के बांदा मानिकपुर क्षेत्र में सीमेंट के बड़े कारखाने और बांस की लुगदी के कागज तैयार करने वाले कारखाने स्थापित किये जा सकते हैं और ;

(ख) यदि हां, तो सरकार इस बारे में क्या कार्यवाही कर रही है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) और (ख):

सीमेंट कारखाने

चूंकि सीमेंट उद्योग को उद्योग (विकास तथा विनियमन) अधिनियम 1951 के लाइसेंस देने वाले उपबन्धों से मुक्त कर दिया गया है, अतः सरकार की स्वीकृति प्राप्त करने की कोई आवश्यकता नहीं है। सरकार को उत्तर प्रदेश के बांदा मानिकपुर क्षेत्र में सीमेंट का कारखाना लगाने के बारे में कोई भी प्रस्ताव नहीं मिला है क्योंकि वहां मिलने वाला चूने का पत्थर सीमेंट बनाने के उपयुक्त नहीं समझा जाता है।

कागज बनाने के कारखाने

उत्तर प्रदेश के बांदा मानिकपुर क्षेत्र में बांस, जल तथा अन्य सुविधाओं सम्बन्धी पर्याप्त साधन नहीं हैं जिनका होना एक लाभपूर्ण आकार की कागज़ मिल लगाने के लिए अनिवार्य होता है। अतः उस क्षेत्र में लुगदी और कागज़ बनाने का कारखाना स्थापित करना संभव नहीं है।

SALE OF CARS

2931. SHRI HARDAYAL DEVGUN: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that a number of imported cars have been sold to the Ministers/Government High Officials and or their relations after January, 1966;

(b) if so, whether the normal procedure followed for the sale of imported cars was followed in those cases also; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) No, Sir. Cars are allotted according to the priorities laid down by the Government. The Institutions/Departments eligible for such allotment are (1) Tourist Promotion; (2) Rashtrapati Bhawan; (3) Raj Bhawan; (4) Central Government Departments; (5) State Governments; and (6) Public Undertakings. Sale to the public is done only on tender basis.

(b) and (c). Do not arise.

CLASH BETWEEN TRAIN LOOTERS AND POLICE NEAR MORADNAGAR STATION (N. RLY.)

2932. SHRI YASHPAL SINGH :
SHRI VISWANATH PANDEY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that some persons tried to loot the train and encountered with the police near Moradnagar Station on the 15th February, 1968;

(b) if so, the number of persons injured as a result thereof; and

(c) the action taken by Government in the matter ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes. But the incident occurred on 13-2-1968.

(b) Two culprits sustained minor injuries as a result of exchange of firing.

(c) A case has been registered by the Government Railway Police Meerut City on crime No. 26 u/s 395 IPC. Due to prompt action by Police and Railway Protection Force four culprits were arrested along with the looted property. Two persons are reported to have escaped. A pick up which was brought by the miscreants to transport the looted property has also been seized. Efforts to apprehend the remaining culprits who escaped are continuing.

विकाराबाद–पार्ली लाइन पर स्थित रेलवे स्टेशनों पर रोशनी का प्रबन्ध

2933. श्री कांबले : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) दक्षिण-मध्य रेलवे के विकाराबाद-पार्ली लाइन पर ऐसे स्टेशनों की संख्या कितनी है जहां रोशनी के लिए बिजली की व्यवस्था की गई है ;

(ख) जिन स्टेशनों पर बिजली का प्रबन्ध नहीं है वहां आजकल रोशनी का क्या प्रबन्ध है ;

(ग) क्या यह सच है कि इस लाइन पर स्थित बहुत ऐसे स्टेशनों पर जहां बिजली की व्यवस्था नहीं है, मिट्टी के तेल से जलने वाले लेम्प भी नहीं जलाये जाते ; और

(घ) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही करने का विचार है ।

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) विकाराबाद पार्ली लाइन के 9 स्टेशनों पर बिजली की व्यवस्था की गई है ।

(ख) 12 स्टेशनों पर प्लेटफार्म और प्रतीक्षालयों में मिट्टी के तेल के लैम्पों की व्यवस्था की गई है ।

(ग) सम्बन्धित 12 स्टेशनों को पर्याप्त मात्रा में मिट्टी का तेल दिया जाता है और यह सुनिश्चित कर लिया जाता है कि लैम्प जलाये जाते हैं ।

(घ) सवाल नहीं उठता ।

MINERAL WEALTH IN PHULBANI DISTRICT (ORISSA)

2934. SHRI A. DIPA : Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Unstarred question No. 4615 on the 15th December, 1967 and state :

(a) whether similar survey for the

exploration of mining wealth in Suvaran Giri, Bali Guda, sub-division Phulbani District (Orissa) has been undertaken; and

(b) if so, the details thereof ?

THE MINISTER OF STEEL, MINES AND METALS DR. CHANNA REDDY): (a) and (b). Yes, Sir. Systematic geological mapping and preliminary mineral investigation in the Baliguda sub-division was taken up by the Geological Survey of India in 1964 and an area of about 2,000 sq. km was mapped on scale of 1,63,360 upto 1966-67. As a result of survey carried out no minerals of economic importance except building stone have been found.

INDUSTRIES IN PHULBANI DISTRICT OF ORISSA

2935. SHRI A. DIPA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 5523 on the 22nd December, 1967 and state :

(a) whether any representations have since been received by Government to set up new industries in Phulbani District in Orissa; and

(b) if so, the action Government propose to take in the matter ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) No, Sir.

(b) Does not arise.

OVER-BRIDGE NEAR PARLI STATION

2936. SHRI E. K. NAYANAR : Will the Minister of RAILWAYS be pleased to state when an over-bridge near Parli Railway Station in Palghat District (Kerala State) is likely to be constructed ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : The estimate for the railway's portion of the work of the bridge proper has been sanctioned. The work would however, be physically taken up as soon as the State Government take up their portion of the work of the slopping approaches.

रेलवे में कुत्ता दस्ता

2937. श्री बलवन्त : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे वस्तुओं तथा रेलवे सम्पत्ति की चोरी का पता लगाने के लिये रेलवे बोर्ड द्वारा बनाये गये कुत्ते दस्ते में कितने कुत्ते हैं;

(ख) यह दस्ता कब बनाया गया तथा चोरी के कितने मामलों का अब तक पता लगाया गया तथा कितने मूल्य की वस्तुयें खोज निकाली गईं; और

(ग) क्या सभी डिवीजनों के रेलवे मुख्यालयों में ऐसा दस्ता बनाने का प्रस्ताव है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) दक्षिण-मध्य रेलवे को छोड़ कर बाकी हर क्षेत्रीय रेलवे में कुत्ता-दस्ते संगठित किये गये हैं और हर दस्ते में कुत्तों की स्वीकृत संख्या चार है ।

(ख) पहला कुत्ता दस्ता दक्षिण रेलवे में 1959 में संगठित किया गया था । और दूसरी रेलों पर बाद के वर्षों में । उनकी सहायता से चोरी के 274 मामलों का पता लगाया गया और 2,02,286 रुपये की सम्पत्ति बरामद की गई ।

(ग) फिलहाल ऐसा कोई विचार नहीं है ।

PURCHASE OF COTTON FROM U.S.A.

2938. SHRI K. M. KOUSHIK : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that an agreement has been signed for the purchase of 30,000 bales of cotton from the U.S.A.;

(b) if so, the rate at which it would be purchased;

(c) whether it is likely to affect the Indian cultivators; and

(d) the reasons for concluding this agreement ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Yes, Sir. The total amount involved is about U.S. $ 6.3 million. The actual purchase price will vary depending upon the varieties and the market conditions in U.S.A. at the time of purchase.

(c) No, Sir.

(d) Import of cotton is arranged to the extent necessary to meet the shortfall between the expected availability of indigenous cotton and the estimated requirements of the cotton textile industry.

INDO-U.S.S.R. JOINT VENTURES

2939. SHRI S. R. DAMANI : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the new avenues of collaboration in the economic and industrial field that are being proposed between the Governments of India and U.S.S.R.; and

(b) whether the new joint ventures will be confined only to the public sector or the private sector will also have its share ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) The avenues of further collaboration between India and USSR in the economic and industrial fields under discussion, include the improving the quality and composition of the goods currently being exported to USSR such as Tea, Jute goods, Cotton Textiles, Furnishings, Footwear, Cotton & Woollen Knitwear and Readymade garments etc., through exchange of ideas between Indian and Soviet Experts. It is also envisaged that joint studies, on basis to be mutually agreed upon between the two countries, for technological improvements might be undertaken as a long term arrangement, to start with in industries like Rolled steel products, Leather manufactures, Processed food and fruit including fruit juices, GLS Lamps, Radio transistors, diodes and semiconductors, Electric fans, Refrigerators and room airconditioners, Automobile ancillaries, Ferro alloys, Building hardware, Railway wagons and Railway equipment, etc.

(b) As the proposals are still at the discussion stage it is difficult to state their exact coverage.

IMPORT OF RUBBER

2940. SHRI VASUDEVAN NAIR : Will the Minister of COMMERCE be pleased to state :

(a) whether Government have taken any final decision to import rubber during 1968-69;

(b) if so, the nature thereof; and

(c) the estimates of production and consumption of rubber in India during the year 1968-69 worked out by the Rubber Board ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) No, Sir.

(b) Does not arise.

(c) The Rubber Board has estimated the production of rubber (natural and synthetic) in India at 1,02,000 tonnes and consumption at 1,15,000 tonnes, during 1968-69.

PRICES OF RUBBER

2941. SHRI VASUDEVAN NAIR : Will the Minister of COMMERCE be pleased to state :

(a) whether the price of natural rubber notified by Government is not really made available to the cultivators; and

(b) if so, the steps being taken to assure the payment of the notified price to the cultivators ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) The notified price of natural rubber is now available to the cultivators.

(b) Does not arise.

राज्य व्यापार निगम द्वारा पटसन की खरीद

2942. **श्री लखन लाल कपूर : क्या वाणिज्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत सरकार द्वारा पटसन का न्यूनतम मूल्य 40 रुपये निर्धारित किये जाने के बाद बिहार में राज्य व्यापार निगम ने कितना पटसन खरीदा है और किन-किन स्थानों से खरीदा गया है;

(ख) क्या यह सच है कि राज्य व्यापार निगम ने सीधे किसानों से पटसन नहीं खरीदा और इस कारण किसानों को अपना माल 25 रुपये से 30 रुपये तक के हिसाब से बेचना पड़ा ;

(ग) क्या यह भी सच है कि मिलों के मालिक व्यापारियों से 40 रुपये के हिसाब से रसीद लेते हैं; और

(घ) यदि हां, तो सरकार ने इस मामले में क्या कार्यवाही की है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरेशी) : (क) सुपाल, बनमांखी, मुरलीगंज, किशनगंज तथा कटिहार में 15,009 मन ।

(ख) निगम की खरीदारियां व्यापार मंडलों के द्वारा, जिनमें बिहार राज्य सरकार द्वारा मनोनीत किसानों के प्रतिनिधि थे, 26.23 रु० से लेकर 30.70 रु० प्रति मन तक व्युत्पन्न (डिराइवेटिव) मूल्यों पर की गई थीं, जो पटसन के गुण तथा खरीदारी के स्थान पर निर्भर थी और उसका आधार कलकत्ता में सुपुर्दगी पर आसाम सफेद पटसन के बाटम ग्रेड के लिये 40 रु० प्रति मन का न्यूनतम समर्थक मूल्य था । नवम्बर तथा दिसम्बर, 1967 के महीनों की अल्पावधियां को छोड़कर बिहार में गोण बाजारों में पटसन के मूल्य यही थे अथवा इन न्यूनतम मूल्यों से कुछ ऊंचे थे ।

(ग) इस सम्बन्ध में सरकार को कोई जानकारी नहीं है ।

(घ) प्रश्न नहीं उठता ।

CANCELLATION OF TRAINS ON UNECONOMIC LINES

2943. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to state :

(a) whether there are any proposals to cancel a number of trains on uneconomic routes; and

(b) if so, the names of such trains, Zone-wise ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No.

(b) Does not arise.

RE-ALIGNMENT OF KANGRA VALLEY (N.G.) RAILWAY

2944. SHRI HEM RAJ : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made in the re-alignment of the Kangra Valley (N.G.) Railway consequent on the construction of the Pong Dam;

(b) whether the final estimates have been completed and if so, the amount involved; and

(c) who will bear this cost ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) The work has not been taken up so far, as the acceptance to the cost of this work has not been conveyed by the Beas Dam Project Authorities;

(b) Yes. The amount involved is Rs. 3.62 crores approximately.

(c) The Beas Dam Project Administration.

EXPORTS TO ISRAEL

2945. SHRI K. P. SINGH DEO : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that during the last five years, India has exported

to Israel goods worth Rs. 31 lakhs whereas India has imported goods from that country worth Rs. 80 lakhs;

(b) if so, whether the present trade with Israel is in the interest of India's national economy; and

(c) if not, the steps taken by Government in this regard?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH): (a) Yes, Sir.

(b) The volume of trade is too negligible to have any bearing on India's economy.

(c) Trade with Israel has been carried on by private parties as normal commercial exchange.

MAJOR INDUSTRIAL PROJECTS IN ORISSA

2946. SHRI K. P. SINGH DEO: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to set up major Industrial projects in Orissa in the Fourth Five-Year Plan;

(b) if so, whether Talchar Industrial Complex has been included in the scheme; and

(c) if so, the expenditure likely to be incurred thereon?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). The work in connection with the formulation of the Fourth Five-Year Plan beginning from April 1969 has just been initiated. The inclusion or otherwise of the Talchar Complex in the new Fourth Plan will be considered at the appropriate stage.

(c) Does not arise.

DEVELOPMENT OF INDUSTRIES WITH IRANIAN COLLABORATION

2948. SHRI K. P. SINGH DEO: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that talks for the development of Indian industries with the economic collaboration of Iran, were held with the leader of the Iranian delegation to U.N.C.T.A.D.; and

(b) if so, the result thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMTNT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) and (b). No, Sir. When His Excellency Dr. Alinaghi Alikhani, Head of the Iranian Delegation to UNCTAD called on the Union Minister for Industrial Development and Company Affairs recently, he stated that Iran was keen on getting technical assistance from India on the subject of Small Scale Industries, in particular, the type of industries that could be taken up profitably in Iran and the technique of starting such industries especially in Industrial Estates. He also desired that an Indian Team of Experts might be sent to Iran to study the local conditions in consultation with Iranian officials and prepare a scheme to assist the Iranian Government.

राज्यों में उद्योगों का विकास

2949. श्री प० ला० बारूपाल : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1968–69 में विभिन्न राज्यों में उद्योगों की स्थापना के लिए भारत सरकार द्वारा तैयार की गई योजना की मुख्य बातें क्या हैं;

(ख) इन उद्योगों के अतिरिक्त चौथी पंचवर्षीय योजना में विभिन्न राज्यों में कौन-कौन से उद्योग स्थापित करने का विचार है और उन पर उद्योगवार कितनी अनुमानित पूंजी लगाई जायेगी ; और

(ग) प्रतिरक्षा मंत्रालय के नियंत्रण में कौन-कौन से उद्योग रहेंगे, जिनके बारे में अब तक सरकार ने अपनी अनुमति दे दी है और उनमें उद्योगवार कितनी पूंजी लगाई है ?

औद्योगिक विकास तथा समवाय कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) 1968-69 में औद्योगिक क्षेत्र में चालू की जाने वाली मुख्य योजनाएं तथा कार्यक्रम 1968-69 को वार्षिक योजना में शामिल कर लिये जायेंगे जो वर्तमान सत्र में ही की जाने वाली है।

(ख) अप्रैल, 1969 से प्रारम्भ होने वाली चौथी पंचवर्षीय योजना बनाने का कार्य अभी प्रारम्भ ही किया गया है। चौथी पंचवर्षीय योजना में स्थापित किए जाने वाले उद्योगों के ब्यौरे को योजना का अध्ययन पूरा कर लने के पश्चात् ही अन्तिम रूप दिया जायेगा।

(ग) जानकारी इकट्ठी की जा रही है और वह सभा-पटल पर रख दी जायगी।

TEXTILE MILLS

2951. SHRI K. LAKKAPPA : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that Government propose to give substantial assistance for the modernisation and expansion of the textile mills;

(b) if so, the details thereof; and

(c) when the proposed scheme is likely to be implemented ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Some of the measures already taken to assist modernisation and expansion of the textile industry are :

(i) The Industrial Development Bank of India has evolved a scheme of giving deferred payment guarantee for the supply of indigenous textile machinery to the cotton textile industry for rehabilitation and modernisation purposes;

(ii) Deferred payment schemes has been extended to 7 years in deserving cases;

(iii) The limit on credits for availing of rediscounting facilities by the Industrial Development Bank of India has been increased from Rs. 25 lakhs to Rs. 50 lakhs per unit per year; and

(iv) The Industrial Development Bank of India, etc. have been advised to consider applications from the textile industry for loans required for modernisation.

VISIT BY SOVIET EXPERTS TEAMS

2952. SHRI D. N. PATODIA :
SHRI R. R. SINGH DEO :
SHRI BEDABRATA BARUA :

Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that four teams of Soviet experts will be arriving in India shortly to study the possibilities of exports of industrial goods from India to U.S.S.R.;

(b) whether the visits have been sponsored at the instance of Government; and

(c) if so, when the Reports of these teams are likely to be submitted to Government ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESI) : (a) The advance party of the four expert groups from USSR are currently in India, but they will be reinforced by other experts as and when the need arises.

(b) The visit of the experts are apparently as a consequence of the proposals of the Government of India to the Government of USSR at the time of the annual trade talks during December, 1967 for a closer economic and industrial collaboration between the two countries.

(c) It is now too early to specify the time by which the views of the teams would be made available to the Government.

Shoe Industry in Agra

2953. SHRI YASHPAL SINGH: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the shoe industry is facing a great crisis at Agra;

(b) whether it is also a fact that nearly 200 factories have been closed;

(c) if so, its effect on the labourers; and

(d) Government's reaction thereto?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The general recession has affected the shoe industry to certain extent.

(b) The State Government has reported that on-the-spot enquiry did not confirm closure of two hundred units.

(c) and (d). Do not arise.

Employees of Superior Cadre on Railways

2954. SHRI MURASOLI MARAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of employees of superior cadre who are paid less than those in the inferior cadre to which they had been originally recruited in each of the Railway Zones because of the implementation of pay scheme of 1956; and

(b) the steps proposed to be taken to remedy the adverse effects after the judgment of Andhra Pradesh High Court on the 7th February, 1968 and other High Court Judgments?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). Information is being collected and will be laid on the table of the Sabha in due course.

Concessional Railway Travel Facilities

2955. SHRI MURASOLI MARAN: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for restoring concessional railway travel facilities for *bona fied* professional entertaining companies and parties during December, 1963;

(b) whether such concessions are still in vogue;

(c) if not, the reasons therefor; and

(d) whether these concessions are proposed to be restored in view of adverse effect on the cultural activities in the country?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) The concessional railway travel facilities for bona fide professional entertaining companies and parties were withdrawn from 1st January, 1963, partly to reduce pressure on rail transport. The position having eased, the facilities were restored, subject to certain conditions, later in the year.

(b) These concessions were withdrawn from 1st February, 1968.

(c) In the present difficult financial situation, the Railways cannot afford to maintain all the concessions they have been granting in the past. Besides, there appears no justification for professional entertaining companies and parties being given special consideration in this matter.

(d) Considering the special transport requirements of circus companies, a special rate for their baggage and equipment, including animals, booked in vehicle loads was quoted again from 7th February, 1968.

It is not proposed to restore the other concessions for professional entertaining companies and parties. The structure of cultural activities in the country is not so shallow as to break down by the necessity of payment of normal transport charges.

मैसूर में उद्योगों का बंद होना

2956. श्री निहाल सिंह : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मैसूर सरकार ने कुछ उद्योगों को बन्द करने के बारे में अन्तिम निर्णय कर लिया है, यदि हां, इसके क्या कारण हैं और उन उद्योगों के नाम क्या है;

(ख) इन मिलों और कारखानों के बन्द होने से कितनी वित्तीय हानि होगी और कितने मजदूर बरोजगार हो जायेंगें; और

(ग) केन्द्रीय सरकार द्वारा इन बन्द मिलों और कारखानों को पुनः चालू करने के लिए क्या कार्यवाही की जा रही है ?

औद्योगिक विकास तथा समवाद-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) से (ग). जानकारी इकट्ठी की जा रही है और सभा-पटल पर रख दी जायगी ।

MANUFACTURE OF COTTON, HAIR BELTS AND HOSE PIPES

2957. SHRI JUGAL MONDAL: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 4614 on the 15th December, 1967 and state:

(a) whether the information regarding the manufacture of cotton, hair belts and hose pipes has since been collected; and

(b) if so, whether any enquiry has been instituted against the Eastern Belting and Cotton Mills (P) Ltd., West Bengal for the setting up of looms without permission?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) An industrial licence was issued to regularise the additional looms installed by Messrs Eastern Belting and Cotton Mills Ltd., West Bengal.

EXPORT OF FILMS

2958. SHRI ARJUN SINGH BHADORIA: Will the Minister of COMMERCE be pleased to refer to the reply given to Unstarred Question No. 4588 on the 15th December, 1967 regarding export of films and state:

(a) whether the requisite information has since been collected;

(b) if so, the names of films exported to foreign countries during the last five years ending the 31st October, 1967; and

(c) if not, the reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) to (c). Exports statistics are maintained by the Directorate General of Commercial Intelligence & Statistics. That Organisation maintains export statistics of films in metres and value. No export statistics in terms of names of films exported are being maintained by that Organisation. However, efforts are being made to collect information asked for from the Reserve Bank of India. As this involves going through a large number of documents, some delay in furnishing the information is unavoidable.

PILFERAGE IN ASANSOL DIVISION OF EASTERN RAILWAY

2960. SHRI DEVEN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of demand for claim made on the Railways in the Asansol Division during the six months ending December, 1967;

(b) whether it is a fact that the number of cases of pilferage and wagon breaking is the highest in Asansol Division of the Eastern Railway; and

(c) if so, the steps Government propose to take to meet the situation?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) During the period of six months ending 31st December, 1967, 8091 claims for compensation, involving a total amount of Rs. 72,20,437 were preferred in respect of loss due to theft, pilferage, damage, deterioration etc., of goods

and coaching traffic booked to stations in the Asansol Division of Eastern Railway.

(b) No.

(c) The following steps are taken to prevent and control thefts and pilferages :

(i) All loaded wagons at the transhipment points are checked for their rivets and seals before they are unloaded and transhipped.

(ii) In order to localise bad spots, Pilot Schemes have been introduced so as to select pairs of stations on different Railways which include transhipment points, where loading/unloading of affected commodities is closely supervised.

(iii) Important goods trains in vulnerable sections are escorted by Railway Protection Force armed guards. Railway Protection Force staff are posted round-the-clock to guard important goods shed yards.

(iv) Zonal headquarters as well as Railway Board's Central Crime Bureau staff are deployed to conduct surprise raids and also investigate important cases.

(v) Close co-operation is maintained with the Government Railway Police and State Police and joint action taken for surveillance over suspects and criminals and other preventive and detective measures.

(vi) Big and important yards where the incidence of crime is high are selected for special patrolling by armed parties and by dog squads.

GATEMAN AT GIRIDIH

2961. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the post of the Gateman at Giridih level crossing has been recently surrendered;

(b) whether it is a fact that in the absence of a gateman there is a collision between a truck and railway engine occurred resulting in the death of the truck driver; and

(c) the action Government propose to take in the matter ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes.

(b) Yes, but the collision cannot be attributed to the absence of a Gateman. The truck driver received only minor injuries and did not die.

(c) The shunting porters accompanying the coal pilots have been assigned the duty of closing the gate against road traffic and the gate is normally closed to rail traffic. This arrangement is considered to be satisfactory and no change is contemplated.

MEMORANDUM FROM LICENSED PORTERS OF ALWAYE STATION

2962. SHRI VISWANATHA MENON : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received a memorandum from the licensed porters of Alwaye Railway Station;

(b if so, what are their demands; and

(c) the action taken to redress there grievances.?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Yes.

(b) Their complaint was that they were compelled to do loading and unloading of Railway parcels for 15 days in a month for which they were paid low rates and for the remaining 15 days they were allowed to carry passengers' luggage, with the result that they did not get adequate wages. They demanded that they should get decent wages.

(c) Licensed porters have been divided into groups and each group is employed in loading and unloading of parcels only for a part of the day and for

the rest of the day the licensed porters in the group carry passengers' luggage. The groups are rotated periodically.

The question of enhancing the rate of renumeration paid to the licensed porters for handling of parcels is also under consideration.

EXPORT OF PEPPER

2963. SHRI VISWANATHA MENON : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that the World Market for pepper is facing heavy competition because of pepper production in Indonesia and Brazil; and

(b) if so, the action proposed to be taken so as to stabilize the price of the Indian Pepper ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) Yes. Sir.

(b) Efforts are being made to reach agreement among producing developing countries on export prices. Special steps through publicity and other such measures have also been taken on hand by the Export Promotion Council for Spices for promoting the exports of Indian pepper.

OVER-BRIDGE AT PUNNURANNI, KERALA

2964. SHRI VISWANATHA MENON : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to construct an over-bridge at the railway crossing at Punnurunni. Cochin (Kerala); and

(b) if so, details thereof ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) No.

(b) Does not arise.

TRANSFER OF EMPLOYEES FROM RAILWAY ELECTRIFICATION DEPARTMENT, ALLAHABAD

2965. SHRI VISWANATHA MENON : Will the Minister of RAILWAYS be pleased to state :

(a) whether thirty employees who were employed for more than six years in Railway Electrification Department, Allahabad, had been transferred to Northern Railway on the 29th March, 1967;

(b) whether Government have received any representation from these employees for pay protection;

(c) if so, the action taken on that representations; and

(d) whether it is a fact that such employees transferred to the North Eastern Railway on the same day have already been granted pay protection ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

UNEMPLOYED ENGINEERS

2966. SHRI VISWANATHA MENON : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) whether Government propose to give loans to the unemployed engineers and graduates so as to help them to start some small-scale industries; and

(b) if so, the details thereof ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No. Sir. However, if any of the Engineers and graduates want to start a a small scale industry, every assistance that is normally given to a small scale unit would certainly be given to him.

(b) Does not arise.

ZINC SMELTER PLANT NEAR UDAIPUR

2967. SHRI D. C. SHARMA : Will the Minister of STEEL, MINES AND METALS be pleased to state :

(a) whether the Zinc Smelter Plant near Udaipur has created a problem of raw material, for its production during the last two months of its trial run has exceeded the plant capacity by 20 per cent; and

(b) if so, the steps taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) and (b). In accordance with the agreement entered into with the technical consultants, the zinc smelter was expected to achieve production capacity at 60%, 80% and 100% in 1st, 2nd and 3rd years respectively of the start up of the plant. The production of lead—zinc ore/concentrates from the Zawar Mines was accordingly planned. Owing to excellent performance of the smelter, it has been working at its full capacity from the 1st January, 1968. To maintain the existing level of production of the smelter, the requirements of zinc concentrates during the next six months will be met from the present production of the mines and the accumulated stocks of the concentrates. Some difficulty may be experienced after the exhaustion of accumulated stocks. Intensive efforts are being made to increase the production of ore/concentrates from the mines. Action is also being taken to explore possibilities of importing zinc concentrates from abroad.

Hindustan Zinc Ltd.

2968. SHRI D. C. SHARMA: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) whether the management of the Hindustan Zinc Ltd. is faced with a problem of accumulation of a huge stock of superphosphate fertilizer in the zinc smelter godowns in Debari during its trial run;

(b) if so, the steps taken or proposed to be taken in the matter; and

(c) what will be the position after the plant runs to full production?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) As the demand for fertilisers during the off season is considerably less the stock of superphosphate fertilizer has accumulated with the company.

(b) and (c). Efforts are being made with the assistance of Rajasthan Government to sell in bulk the stock of superphosphate to the Cooperatives in Rajasthan and in the adjoining States. With the commencement of the sowing season after about two months it is hoped that the Company will be able to sell the entire stock of superphosphates. In case the stock accumulates and it becomes difficult to sell the superphosphate, its production may have to be restricted and sales arranged for the sulphuric acid.

Doubling of Railway Track

2969. SHRI LOBO PRABHU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have estimated the return from wagons as a result of the improvement in the movement of wagons consequent on double tracking already done;

(b) if so, the details thereof;

(c) the railway lines already double tracked and the plan for the next year;

(d) whether Government propose to further increase double tracking;

(e) whether tokenless blocks have been introduced and if not, the reasons therefor; and

(f) the saving from tokenless blocks?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) and (b). The financial return on the capital outlay on each proposal for doubling of track takes into account, *inter alia*, the savings in wagon days attributable to the doubling. Studies made indicate that a saving of 1022 wagons accrued due to the doubling of the Godhra-Ratlam Section on the Western Railway and 304 wagons due to the doubling of the Allahabad-Kanpur Section of the Northern Railway. The corresponding monetary value of the savings is Rs. 14.72 lakhs and Rs. 4.37 lakhs per year respectively, representing the interest, repairs, maintenance and depreciation on the wagons saved.

(c) At the end of March 1967, 9442 route kilometres was double track in

addition to 325 kilometres of multiple track. About 450 kilometres more of double track is expected to be completed during 1967-68. In the Works Programme for 1968-69, provision has been made for the doubling of 127 kilometres more.

(d) Doubling of track is undertaken when other less expensive means like improved signalling, provision of more crossing stations, introduction of centralised traffic control, introduction of diesel or electric traction, etc., cannot provide the required line capacity.

(e) Tokenless Block instruments have been introduced on several busy single line sections.

(f) As a result of the introduction of Tokenless Block, there has been an increase of about 15 per cent in line capacity and the man-hours spent on delivering and receiving the tokens have been saved.

PRE-SHIPMENT INSPECTION

2970. SHRI K. M. KOUSHIK : Will the Minister of COMMERCE be pleased to state :

(a) whether it is a fact that electric fans, sewing machines, etc. meant for export are brought under compulsory quality control and pre-shipment inspection;

(b) whether exports of these items are to be accompanied by a certificate of quality;

(c) whether certificate from one of the Export Inspection Agencies established by Government is considered essential before their export; and

(d) if so, the reasons for the pre-shipment inspection and certificate ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir.

(b) Yes, Sir.

(c) Yes, Sir.

(d) In a bid to create an image of quality in the foreign markets and with a view to promoting exports on a long-term and permanent basis, the Government of India in the year 1963 launched a comprehensive programme of quality control and pre-shipment inspection under the Export (Quality Control and Inspection) Act, 1963 (22 of 1963) for all products except textiles other than of jute and coir. Quality of fabrics made of cotton, silk, woollen and synthetics is governed under the Textiles Committee Act 1963. By now, all the major export commodities covering over 85% of exports have been brought under a system of compulsory quality control and pre-shipment inspection.

FILLING UP OF VACANCIES OF CLASS III AND IV AND ARTISAN CATEGORIES

2971. SHRI VISWA NATH PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) the number of vacancies of Class III and IV and Artisan categories advertised to be filled in each of the Railways and the Railway Board in the years 1963-64, 1964-65, 1965-66, 1966-67 and 1967-68;

(b) how many such advertisements showing numbers of vacancies are in hand to be finalised during the above period;

(c) the number of applications received from goldsmiths affected by the Gold Control Order of Government in the year 1963 to fill up these vacancies in each category during the above period;

(d) the number of goldsmiths actually selected and appointed in each category during the above period; and

(e) the number of vacancies still expected to be filled in by goldsmiths against selection under finalisation, if any ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (e). Information is being collected and will be laid on the Table of the Sabha.

VIGILANCE ORGANISATION OF INDIAN RAILWAYS

2972. SHRI RAJ DEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether any steps are taken by Vigilance Organisation of Indian Railways to locate the persons at the back of complaints specially when such complaints are repeated and there is no substance in the material referred to in such complaints (anonymous and pseudonymous);

(b) if so, action taken against such complaints; and

(c) if not, whether Government propose to take some steps in this direction?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Anonymous or pseudonymous complaints are not investigated. In case of doubt about pseudonymity of a complaint, attempts are made to locate the complainant before taking up investigation;

(b) As indicated above, no action is taken on anonymous and pseudonymous complaints. Besides, instructions exist for prosecution of a person who is found to have made false complaints against railway servants. Where such a complainant is found to be a railway employee, he is liable for disciplinary action, in addition to such prosecution.

(c) In view of the existence of the safeguards mentioned above, no further steps are considered necessary.

VIGILANCE INSPECTORS

2973. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Vigilance Inspectors who have completed their tenure in the Vigilance Organisation of the Northern Railway;

(b) the number of Vigilance Inspectors for whom sanction has been obtained from the Railway Board for continuance of their further retention;

(c) the steps being taken about the remaining Inspectors; and

(d) the steps which are proposed to be taken to appoint a non-Railway Officer as Vigilance Officer for Northern Railway as per general policy of the Northern Railway?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Two Vigilance Inspectors on the Northern Railway have completed their tenures, of whom one has received his orders of transfer and in the case of the other, the decision to return him to parent department has been taken.

(b) Does not arise.

(c) Does not arise as their tenures have not yet expired.

(d) Does not arise as it is not the policy of the Northern Railway to appoint a non-Railway Officer as Vigilance Officer on that Railway.

SUBSIDY TO STAFF CANTEENS ON INDIAN RAILWAYS

2974. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board have changed the decision about the quantum of subsidy to staff canteens on the Indian Railways made by the Second Pay Commission and Home Ministry;

(b) whether it is also a fact that these changes are also not in tune with the local rates fixed by the local authorities in Delhi; and

(c) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) No.

(b) and (c). Railway canteens are run by Managing Committees which are autonomous bodies and it is for these Committees to fix the pay-scales of their employees etc.

CLASS IV POSTS IN DELHI DIVISION OF NORTHERN RAILWAY

2975. SHRI RAM CHARAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Class IV posts of various types notified during the last

three years in the Delhi Division of the Northern Railway;

(b) the number of applications received for the above posts and the number of candidates actually appointed;

(c) the number of above posts filled through Employment Exchanges; and

(d) the criterion adopted for calling candidates for interviews?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (d). The number of posts notified was 2,080 and the notifications were also sent to the Employment Exchanges. In all, 17,577 applications were received and those who fulfilled the prescribed conditions were called for interview. The number of persons actually appointed so far out of them is 652.

PRICE OF COAL

2976. SHRI S. K. TAPURIAH: Will the Minister of STEEL, MINES AND METALS be pleased to refer to the reply given to Unstarred Question No. 5784 on the 14th July, 1967 and state:

(a) the present prices of coal and soft coke after decontrol at pit-heads and at the destinations like Delhi, Bombay, Madras, Lucknow, Calcutta and Hyderabad;

(b) whether Government have analysed the break-up of the differential between pit-head price and the selling price; and

(c) if so, what are the elements of differential?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) to (c). With decontrol of coal prices, information is not available in respect of all centres. However, information collected from sources in Delhi and Bombay are appended as Appendices I and II, which is laid on the Table of the House. [*Placed in Library. See* No. LT-355/68]

SUBSIDIES PAYABLE TO COLLIERIES

2977. SHRI S. K. TAPURIAH: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the monthly position in regard to the arrears of subsidies payable to collieries during 1967; and

(b) the steps taken to eliminate unnecessary delays in payment?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) Two statements (1) showing the claims submitted by the collieries during the year 1967 for subsidy and (2) the payments made by the Coal Board are enclosed at annexure I and II laid on the Table of the House. [*Placed in Library. See* No. LT-356/68].

(b) The Coal Board is making all efforts to see that payments are made as up-to-date as possible.

REQUIREMENTS OF COAL

2978. SHRI S. K. TAPURIAH. Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the revised targets of production of coal, coking as well as non-coking. for the Fourth Plan, field-wise and sector-wise;

(b) the tentative projections of requirements of coal during the Fifth Plan; and

(c) whether Government have ensured phased production of metallurgical coal for meeting requirements of Steel Plants, cokeries and also for exports?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) According to the assessment made in June, 1967, demand for coal by 1970-71 has been tentatively placed at 99.51 million tonnes, as detailed below:

Name of the field	Estimated demand by 1970-71		
	Coking	Non-coking and blendable	Total
	(Million Tonnes)		
1. Bengal-Bihar	36.49	42.17	68.66

2. Singrauli	—	3.69	3.69
3 Central India coalfields	10.22	10.22	
4. Pench	—	3.82	3.82
5. Maharashtra	—	3.24	3.24
6. Talcher	—	1.42	1.42
7. Singareni	—	7.76	7.76
8. Assam	—	0.70	0.70
	26.49	73.02	99.51

Present trends however indicate that the total demand may not exceed 82 million tonnes. The target of production would be more or less of this order. The public sector production is expected to be of the order of 22 million tonnes out of 82 million tonnes if the demand picks up according to expectations. The position regarding demand, however, is being periodically reviewed and naturally the share of the public and private sectors in production accordingly must change.

(b) These have not been made so far. It is yet too early to do so.

(c) Government is seized of the problem and all possible steps are being taken to ensure phased production of metallurgical coal for meeting requirements of steel plants etc. The question of phasing production for export has not been specifically taken up in view of inherent difficulties involved in doing so.

पूर्व रेलवे में दानापुर के ट्रेन क्लर्कों की छंटनी

2979. श्री रामावतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने रेलवे कर्मचारियों की छंटनी करने का निर्णय किया है;

(ख) यदि नहीं, तो पूर्व रेलवे में दानापुर के 40 प्रतिशत ट्रेन क्लर्कों की छंटनी करने का औचित्य क्या है; और

(ग) क्या रेलवे प्रशासन ने इस सम्बन्ध में दानापुर के डिवीजनल सुपरिन्टेंडेंट को कोई आदेश जारी किया है ?

रेलवे मंत्री (श्री चे० म० पुनाचा) : (क) जी, नहीं । जो नियमित रेल कर्मचारी फालतू होते हैं, उन्हें रेलवे में वैकल्पिक काम पर लगाया जाता है । केवल नैमित्तिक मजदूर, जो नियमों के अधीन नियमित रेल कर्मचारी नहीं माने जाते, उस काम के समाप्त हो जाने पर नौकरी से हटाये जा सकते हैं, जिस काम के लिए उनकी भर्ती की गई थी । लेकिन उनके मामले में भी इस बात का पूरा प्रयास किया जाता है कि क्या उन्हें कोई वैकल्पिक काम दिया जा सकता है ।

(ख) और (ग). सूचना मंगायी जा रही है और सभा-पटल पर रख दी जायगी ।

MANAGING AGENCIES

2980. SHRI B. K. DASCHOWDHURY: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number of cases where permission was given/refused for extending the term of Managing Agencies under the Companies Act, 1956 during the period from March to October, 1967 and December 1967 and January, 1968;

(b) the names of companies to whom permission was given/refused; and

(c) the reasons therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) (i) In 35 cases permission was given during the month of March to October, 1967.

(ii) In 6 cases permission was given during the months of December, 1967 and January, 1968.

(iii) In 24 cases permission was refused during the months of March to October, 1967.

(iv) In no case permission was refused during the months of December, 1967 and January, 1968.

(v) In 11 cases applications under Section 326 of the Act could not be entertained during the months of March to October, 1967, because of the notification dated 21st December, 1966 issued

under Section 324 of the Act. There was one such case in January, 1968.

(b) A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-357/68].

(c) Renewal of managing agencies was approved or rejected having regard to the merits of each individual case, in accordance with the criteria laid down in Section 326 of the Companies Act, 1956 and the policy of the Government in regard to the Managing Agency System as announced on 5th September, 1966 by the then Law Minister and on 1st December, 1967 by the Minister of Industrial Development and Company Affairs in the Parliament.

IMPORT OF REFRIGERATORS AND AIR-CONDITIONERS

2981. SHRI ARJUN SINGH BHADORIA : Will the Minister of COMMERCE be pleased to state :

(a) the number of refrigerators and air-conditioners imported since the 15th August, 1947, year-wise and the names of the parties;

(b) the total amount of foreign exchange spent on their imports;

(c) the number of refrigerators and air-conditioners or their components that are likely to be imported during 1967-68 and the names thereof; and

(d) the amount of foreign exchange involved ?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : (a) and (b). A statement showing imports of domestic refrigerator and Air-Conditioning machinery from 1947-48 to 1967-68 (April-October, 1967) is laid on the Table of the House. [*Placed in Library. See* No. LT-358/]. The names of the parties are given in the "Weekly Bulletin of Industrial Licences, Import Licences and Export Licences" issued by the Chief Controller of Imports & Exports from 1952 onwards, copies of which are available in the Parliament Library. Information prior to 1952 is not available.

(c) and (d). According to the existing policy, import of refrigerators and air-conditioners is banned. Import of parts of refrigerators and air-conditioning machinery other than domestic refrigerators is allowed to established importers on a quota of 10% and the extent of licensing is estimated to be of the order of Rs. 6 lakhs during the current licensing period.

TOKEN STRIKE AT CHITTARANJAN LOCOMOTIVE WORKS

2982. SHRI DEVEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that about 15 persons including the President and Vice-President of the Chittaranjan Locomotive Works Labour Union have been suspended following the peaceful token strike there on the 16th January, 1968;

(b) whether it is also a fact that on the day of strike, armed police forcibly entered the premises, insulted the women and forcibly tried to drag workmen to work; and

(c) the main demands of the strikers and the steps contemplated to meet them ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) Only six clerical staff of the office of the Controller of Stores at Calcutta, were placed under suspension, for grave misconduct during the strike period.

(b) Government are aware of no such incidents.

(c) The main demands of the strikers related to recognition of the C.L.W. Labour Union, and certain other service conditions.

Bipartite conciliation proceedings were held by the Assistant Labour Commissioner (Central) Asansol who is the Conciliation Officer in this case but the proceedings ended in a failure.

STOPPAGE OF ASSAM MAIL AT MANIPUR ROAD STATION

2984. SHRI M. MEGHACHANDRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that passengers are experiencing great hardship and in-

convenience due to the stoppage of the Assam Mail at Manipur Road Railway station for only 3 minutes or so, since Manipur is the only busy Railway Centre for the passengers of Manipur and Nagaland; and

(b) if so, the steps Government propose to take to ease the situation?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). No. Prior to 15-1-68, 4Dn. Assam Mail used to stop at Manipur Road for 5 minutes and 3 Up Assam Mail for 3 minutes. With effect from 15-1-68 the stoppage of 3 Up Assam Mail has also been increased to 5 minutes, which is considered adequate.

Paper Mills

2984. SHRI M. MEGHACHANDRA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state :

(a) the places where new paper mills are being set up during 1968-69;

(b) whether there is any proposal to set up a paper mill in the Union Territory of Manipur; and

(c) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) No new paper mills are likely to be set up during 1968-69.

(b) No, Sir.

(c) Does not arise

Setting up of Cement Factory in Manipur

2985. SHRI M. MEGHACHANDRA : Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 4654 on the 15th December, 1967 and state :

(a) the progress made in the setting up of a Cement Factory in Manipur;

(b) whether it is a fact that there has been much delay in starting the said factory; and

(c) if so, the reason therefor?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The Government of Manipur have recently proposed to entrust the work of detailed investigations of all aspects of the matter to the National Industrial Development Corporation, who may utilise other agencies also, to make comprehensive recommendations to Government for final decision. This proposal is under consideration.

राजस्थान में खनिज उद्योग

2986. श्री ओंकार लाल बोहरा : क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राजस्थान में, खनिज उद्योग के विकास के लिये एक विशेष योजना बनाई है ;

(ख) यदि हां, तो उसका ब्यौरा क्या है ; और

(ग) क्या सरकार का विचार राजस्थान में खनिज उद्योग को अपने हाथ में लेने का है ?

इस्पात, खान तथा धातु मंत्री (डा० चन्ना रेड्डी) : (क) और (ख). केन्द्रीय सरकार ने खनिज उद्योग के विकास के लिये राजस्थान में कोई योजना नहीं बनाई है। तथापि राज्य में केन्द्रीय सरकार कम्पनियों ने निम्न योजनाएं हाथ में ली हैं:—

(1) मैसर्स हिन्दुस्तान जिंक लिमिटेड जो कि सीसा-जस्ता अयस्क का सीसा और जस्ता धातुओं में विधायन करने के लिये राजस्थान के जवार क्षेत्र में सीसा-जस्ता निक्षेपों का विकास कर रही है। उदयपुर के समीप जस्ता प्रद्रावक का निर्माण पूर्ण हो चुका है। इसकी प्रतिष्ठापित क्षमता 18,000 टन ता धातु प्रति वर्ष है और इसमें

1 जनवरी, 1968 में उत्पादन आरम्भ हो गया। धातु का अधिक उत्पादन करने के लिए जवार खानों के उत्पादन का विस्तार करने पर विचार किया जा रहा है।

(2) हिन्दुस्तान कापर लि० खेतरी तथा कोलिहान के तांबा निक्षेपों का भी विकास कर रही है ताकि 31,000 टन विद्युदांशिक तांबा प्रति वर्ष (21,000 टन खेतरी तथा 10,000 टन कोलिहान से) उत्पादन किया जा सके। दरीबा तांबा निक्षेपों का विकास करके 1400 टन प्रति वर्ष विद्युदांशिक तांबा उत्पादन करने की योजना पर विचार किया जा रहा है।

उपरोक्त के अतिरिक्त, भारतीय भू-वैज्ञानिक सर्वेक्षण द्वारा जैसलमेर तथा उदयपुर के राक फास्फेट के विस्तृत पूर्वेक्षण का कार्य प्रगति कर रहा है। उसके अतिरिक्त हवाई सर्वेक्षण का संघटित कार्य तथा तत्पश्चात कार्य यू० एम० ए० आई० डी० की सहायता से बनाया गया है। इस कार्यक्रम में, अन्य बातों के अतिरिक्त, राजस्थान के अरावली क्षेत्र में हवाई सर्वेक्षण करने का कार्य भी सम्मिलित है।

(ग) नहीं, महोदय।

राजस्थान में अभ्रक का व्यापार

2987. श्री ओंकार लाल बोहरा : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान में अभ्रक के व्यापार को बढ़ाने के लिये सरकार द्वारा कोई सुविधायें प्रदान की गई हैं;

(ख) यदि नहीं, तो विदेशी मुद्रा प्राप्ति की साधन अभ्रक की खानों के मालिकों तथा व्यापारियों को होने वाली कठिनाइयों को दूर करने के लिये सरकार क्या कार्यवाही कर रही है; और

(ग) क्या उन्हें निर्यात की सुविधायें देने का सरकार का विचार है ?

वाणिज्य मंत्रालय में उप-मंत्री (श्री मोहम्मद शफी कुरेशी) : (क) से (ग). अभ्रक के निर्यात को बढ़ाने के लिये भारत सरकार द्वारा प्रदान की गई सुविधाएं सम्पूर्ण भारत के लिये लागू हैं। किसी विशिष्ट राज्य के लिए कोई विशेष कार्यक्रम नहीं है।

निर्यात को बढ़ाने के लिये तथा अभ्रक के निर्यात व्यापार को स्थिर करने के लिये सरकार ने विशेष उपाय किए हैं जिनमें ये उपाय शामिल हैं ; अभ्रक के न्यूनतम मूल्य निर्धारित करना जिनसे कम मूल्यों पर माल का निर्यात नहीं किया जा सकता, परेषण के आधार पर अभ्रक के निर्यात पर रोक, निर्यात करने के पूर्व 100 प्रतिशत साख-पत्र की अपेक्षा, अनिवार्य गुण नियंत्रण तथा लदानपूर्व निरीक्षण का लागू किया जाना आदि।

अभ्रक का खनन प्रमुखतः तीन राज्यों में किया जाता है अर्थात बिहार (गिरिडीह तथा कोदर्मा क्षेत्र में), आन्ध्र प्रदेश (गुडुर क्षेत्र में) और राजस्थान (जयपुर तथा भीलवाड़ा क्षेत्र में)। राजस्थान का लगभग सभी अभ्रक बिहार भेजा जाता है जहां उसका परिष्करण होता है। हाल ही में अभ्रक-चूर्ण तथा अभ्रक-व्यर्थ की जो थोड़ी सी मात्रा निर्यात की गई है उसको छोड़कर राजस्थान से सीधे निर्यात नगण्य हैं।

राजस्थान में रेलवे फाटक

2988. श्री ओंकार लाल बोहरा : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजस्थान में कई स्थानों पर फाटक लगवाने सम्बन्धी मांगों के सम्बन्ध में कोई निर्णय कर लिया गया है; और

(ख) यदि हां, तो उसका ब्यौरा क्या है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी हां ।

(ख) एक विवरण सभा पटल पर रखा जाता है । [पुस्तकालय में रखा गया । देखिये संख्या एल टी–359/68]

अहमदाबाद से दिल्ली तक रेलवे लाइन

2989. **श्री ओंकार लाल बोहरा :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उदयपुर से अहमदाबाद तक हाल में बनाई गई रेलवे लाइन को, बरास्ता उदयपुर और अजमेर अहमदाबाद से दिल्ली तक बढ़ाने का सरकार का विचार है, ताकि इससे यात्रियों को सुविधा प्राप्त हो सके; और

(ख) जब तक उपर्युक्त भाग (क) में उल्लिखित सुविधायें प्रदान नहीं की जातीं तब तक क्या उदयपुर से एक और तीसरे दर्जे का शयन डिब्बा लगाने का सरकार का विचार है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी नहीं, उदयपुर-हिम्मतनगर लाइन के बन जाने से अहमदाबाद, उदयपुर और अजमेर के रास्ते, दिल्ली से एक सीधी लाइन द्वारा पहले ही जुड़ चुका है ।

(ख) जी नहीं । मुख्य लाइन पर चलने वाली सम्बद्ध गाड़ियों में तीसरे दर्जे का अतिरिक्त शयनयान लगाने की गुंजाइश नहीं है ।

हिन्दुस्थान जिन्क लिमिटेड

2990. **श्री ओंकार लाल बोहरा :** क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय सरकार ने हिन्दुस्तान जिंक लिमिटेड में भारतीय धातु निगम से लेकर कितनी पूंजी लगाई है;

(ख) धातु निगम को मुआवज़े के रूप में कितनी राशि दी; तथा

(ग) यदि अभी तक कोई मुआवजा नहीं दिया है तो मुआवजे की राशि के बारे में निर्णय और अब तक उस का भुगतान नहीं किये जाने के क्या कारण हैं ?

इस्पात, खान तथा धातु मंत्रालय में राज्य-मंत्री (श्री प्र० चं० सेठी) : (क) अभी तक सरकार ने 1,067.75 लाख रुपये अंशतः अंशपूंजी तथा अंशतः ऋण के रूप में कम्पनी में व्यय किया है ।

(ख) अभी तक कोई प्रतिकर नहीं दिया गया

(ग) प्रतिकर की राशि अदा करने का निश्चय करने में समय लगने का कुछ कारण यह भी है कि मेटल कारपोरेशन आफ इंडिया सरकार को कम्पनी की सम्पत्ति, परिसम्पत्ति तथा समस्त देयताओं और आभारों की पूरी तालिका नहीं दे सकी जिसकी कि मैटल कारपोरेशन आफ इंडिया (निकाय अवाप्ति) अधिनियम 1966 (1966 की संख्या 36) के अनुबंधों के अनुसार आवश्यकता थी । तथापि प्राप्य सूचना तथा सामग्री को लेकर निर्धारण का काम हाथ में लिया जा चुका है तथा कार्य काफी प्रगति कर चुका है । यह बताया जा सकता है कि अधिनियम के अन्तर्गत देय प्रतिकर की मात्रा निर्धारण करने में बहुत सी कठिनाइयाँ हैं और यह लम्बा काम है । प्रतिकर की राशि निश्चित की जा रही है और मैटल कारपोरेशन आफ इंडिया को शीघ्र ही प्रस्ताव भेजा जायगा ।

DETENTION OF REWARI-BOUND TRAIN AT PATEL NAGAR LEVEL CROSSING

2991. SHRI YASHPAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that traffic between West Delhi and the rest of the city was held up on the 21st February, 1968 when several hundred passengers detained a Rewari-bound train at the Patel Nagar level crossing, Delhi;

(b) if so, the causes of the incident; and

(c) the action taken by Government in the matter ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) and (b). As a sequel to persistent alarm chain pulling on 1 BDR Delhi-Rewari Passenger near the level crossing at Patel Nagar station by passengers protesting against its late running, there was a hold up of road and rail traffic on 21-2-68. Late running of 1 BDR passenger on that day was due to failure of newly installed Power signalling resulting in late arrival of the locomotive from the locoshed under unavoidable circumstances.

(c) A special watch is being kept on the punctual running of 1 BDR and other trains to avoid inconvenience to the users including commuters.

Underground Railway Line in Calcutta

2992. SHRI BENI SHANKER SHARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government had decided to construct an underground railway line to ease the road traffic in Calcutta;

(b) if so, the position of the scheme at present;

(c) whether it has been suspended for the time being or given up altogether; and

(d) if so, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : (a) to (d). The Planning Commission, in conjunction with the West Bengal Government, has constituted an Expert Committee to go into this question in all its aspects. An interim survey report has been submitted and this is under examination by the Expert Committee.

Selection of Claims Inspectors

2993. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleas- to state:

(a) whether on the Northern Railway, the Claims Inspectors in the grade Rs. 250-380 are eligible for selection of Goods Supervisors in the same grade but the Chief Goods Clerks in the grade Rs. 205-280 are not allowed to appear for the selection of Claims Inspectors in the grade Rs. 250-380;

(b) if the reply to part (a) be in the affirmative, the reasons for giving double benefit to the Claims Inspectors; and

(c) the steps taken or proposed to be taken to remove this anomaly?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (c). Information is being collected and will be laid on the table of the Sabha.

Border Allowance to Railway Staff

2994. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway staff working on the Indo-Pak. border belt have demanded grant of border allowance; and

(b) if so, the action taken or proposed to be taken by Government in the matter ?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) Some representations have been received in this behalf.

(b) Border allowance has not been sanctioned to any Central Government staff serving on the Indo-Pak. border.

Out-houses Attached to Railway Bungalows at Sirsa and Rewari Stations

2995. SHRI SURAJ BHAN: Will the Minister of RAILWAYS be pleased to State:

(a) the number of out-houses attached to the Railway Bungalows at Sirsa

and Rewari stations on Bikaner Division, Northern Railway;

(b) the number of out-houses allotted to the Railway employees;

(c) the number of out-houses occupied by the outsiders and rent recovered from such occupants;

(d) the number of Railway employees, essential and non-essential, without Railway quarters at these stations; and

(e) the steps which have been taken or are proposed to be taken to evict the outsiders and allot the quarters thus vacated to Railway employees?

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA): (a) to (e). The information is being collected and will be laid on the table of the Sabha.

ग्रामीण क्षेत्रों में औद्योगिक विकास

2996. **श्री नाथू राम अहिरवार :** क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गत तीन पंच-वर्षीय योजनाओं की अवधि में अधिकतर उद्योग नगरीय क्षेत्रों में स्थापित किये गये थे ;

(ख) क्या यह भी सच है कि बड़े पैमाने के उद्योगों की तुलना में लघु उद्योगों और कुटीर उद्योगों की ओर अधिक ध्यान दिया गया है ; और

(ग) क्या सरकार का विचार बड़े पैमाने के उद्योगों को अविकसित तथा ग्रामीण क्षेत्रों में स्थापित करने का है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) और (ख). जी, नहीं ।

(ग) सरकार की नीति यह है कि आर्थिक तथा औद्योगिक विचारों को ध्यान में रखते हुए जहां तक सम्भव हो सके उद्योगों के छितराव को प्रोत्साहन दिया जाय ।

कोटा डिवीजन के स्टेशनों पर शैड

2997. **श्री ओंकार लाल बेरवा :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि लगभग दो वर्ष पूर्व रेलवे परामर्शदाता समिति ने कोटा डिवीजन के कई स्टेशनों पर शैडों के निर्माण तथा अन्य कार्यों के बारे में विधिवत स्वीकृत योजनायें सरकार को प्रस्तुत की थीं; और

(ख) यदि हां, तो उन्हें क्रियान्वित करने में विलम्ब के क्या कारण हैं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) सम्भवतः माननीय सदस्य का आशय उन निर्माण-कार्यों से है जिन्हें रेल उपयोगकर्ता सुविधा समिति ने जून, 65 की बैठक में 1966-67 के निर्माण कार्यक्रम में शामिल करने के लिए अनुमोदित किया था । यदि यही आशय है, तो कोटा मण्डल के विभिन्न स्टेशनों पर प्लैटफार्म शैड बनाने के 12 निर्माण कार्यों को 1966-67 के निर्माण-कार्यक्रम में शामिल करने की रेल उपयोगकर्ता सुविधा समिति ने सिफारिश की थी ।

(ख) इन 12 निर्माण-कार्यों में एक पर काम जारी है । खर्च में कमी करने की आवश्यकता को ध्यान में रखते हुए पुनर्विचार के बाद शेष 11 निर्माणकार्यों को छोड़ दिया गया क्योंकि इन सुविधाओं के लिए प्रचलित नियमों के अनुसार पर्याप्त औचित्य नहीं पाया गया ।

उत्तर रेलवे अस्पताल, दिल्ली

2998. **श्री ओंकार लाल बेरवा :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली स्थित उत्तर रेलवे के अस्पताल से पिछले महीने बहुत बड़ी मात्रा में दवाइयां चुरा ली गई थीं ;

(ख) क्या यह भी सच है कि सरकार इस चोरी की जांच कर रही है ;

(ग) यदि हां, तो उसका क्या परिणाम निकला; और

(घ) इस सम्बन्ध में दोषी पाये व्यक्तियों के विरुद्ध सरकार द्वारा क्या कार्यवाही की गई है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) जी नहीं।

(ख) से (घ). सवाल नहीं उठता ।

RENEWAL OF MINING LEASE LICENCES IN ORISSA

2999. SHRI D. AMAT: Will the Minister of STEEL, MINES AND METALS be pleased to state:

(a) the number of persons from Orissa who applied for the renewal of mining lease licences during 1967-68; and

(b) the number of persons who have applied for mining prospecting licences and the names of such persons?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL, MINES AND METALS (SHRI P. C. SETHI): (a) and (b). The information is being collected and will be placed on the Table of the House when available.

कानपुर स्टेशन पर टिकट कलेक्टर

3000. **श्री अर्जुन सिंह भदौरिया :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कानपुर रेलवे स्टेशन के रिजर्वेशन तथा पूछताछ कार्यालयों में टिकट कलैक्टरों को काम करने के लिये बाध्य किया जाता है, जो कि नियमों के विरुद्ध है ;

(ख) यदि हां, तो क्या उनकी संख्या उनसे अधिक है जितने कि उस स्टेशन पर आवश्यकता है ;

(ग) अधिक वेतन वाले पदों पर कनिष्ठ कर्मचारियों को लगाने के कारण क्या हैं; और

(घ) क्या सरकार को पहले भी कुछ संसद् सदस्यों से उस बारे में शिकायतें मिली थीं कि क्लर्कों के पदों पर टिकट कलैक्टरों को लगाया जाता है और यदि हां, तो इस सम्बन्ध में क्या कार्यवाही की गई है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) से (घ). सूचना मंगायी जा रही है और सभा-पटल पर रख दी जायेगी ।

कानपुर स्टेशन के पूछताछ तथा आरक्षण विभाग के क्लर्क

3001. **श्री अर्जुन सिंह भदौरिया :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कानपुर रेलवे स्टेशन पर पूछताछ और आरक्षण विभाग के क्लर्कों के लिये कोई निश्चित 'ड्यूटी रोस्टर' नहीं है;

(ख) क्या यह भी सच है कि इसके परिणामस्वरूप उनके लिये नियमित रूप से कोई विश्राम दिवस नियत नहीं किया गया है; और

(ग) इस अनियमितता के लिये जिम्मेदार अधिकारी के विरुद्ध क्या कार्यवाही की गई है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) :

(क) और (ख). जी नहीं।

(ग) सवाल नहीं उठता ।

हिजली तथा मचेदा स्टेशनों पर गाड़ियों में टक्कर

3002. **श्री लखण लाल कपूर :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 22 फरवरी 1968 को दक्षिण-पूर्व रेलवे पर खड़गपुर के निकट हिजली के स्थान पर डाउन पुरी-हावड़ा एक्सप्रेस एक माल गाड़ी से टकरा गई थी ;

(ख) क्या यह भी सच है कि उसी दिन दक्षिण पूर्व रेलवे के मचेदा स्टेशन पर अप हावड़ा-पुरी एक्सप्रेस गाड़ी एक माल गाड़ी से टकरा गई थी; और

(ग) यदि हां, तो इन दोनों दुर्घटनाओं के परिणामस्वरूप कितने व्यक्ति मारे गये तथा घायल हुए और दुर्घटनाओं का कारण क्या है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) :
(क) जी हां ।

(ख) 21-2-1968 को 8 अप हावड़ा-पुरी एक्सप्रैस की बगली टक्कर हो गई ।

(ग) इन दो दुर्घटनाओं में किसी की मृत्यु नहीं हुई । लेकिन 24 व्यक्ति घायल हो गये जिनमें से 5 को गहरी चोटें पहुंची । दोनों दुर्घटनाओं के कारणों की जांच की जा रही है ।

FALL IN PRICE OF COTTON

3003. SHRI RAGHUVIR SINGH SHASTRI :

SHRI DEORAO PATIL :

Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that the prices of cotton have shown a steep fall;

(b) whether it is also a fact that the Indian Cotton Mills Federation has directed its members not to buy cotton so that the prices may fall further; and

(c) if so, the action being taken by Government to safeguard the interests of cotton growers and to ensure that the area under cotton cultivation is not reduced as a result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) There has been some but not steep fall in the prices of cotton recently. However, even now the prices are well above not only the support price for the current season but also the ceiling prices for 1966-67.

(b) Government is not aware of any direction by I.C.M.F. to its members not to buy cotton.

(c) Government have declared that they would be prepared to buy cotton if offered at support prices. In view of this and the fact that prices of cotton are ruling even above the last year's ceiling prices, there is no reason for area under cotton cultivation being curtailed.

बरौनी–कटिहार–बारसोई रेलवे लाइन

3004. **श्री लखण लाल कपूर :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि बरौनी से कटिहार और कटिहार से बारसोई तक बड़ी लाइन बिछाने की योजना का काम कब तक पूरा होने की आशा है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : बड़ी लाइन को बरौनी से कटिहार और उससे आगे बारसोई तक बढ़ाने का फिलहाल कोई विचार नहीं है, क्योंकि यातायात की दृष्टि से अभी उसका औचित्य नहीं है ।

कटिहार स्टेशन

3005. **श्री लखण लाल कपूर :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कटिहार स्टेशन के बहुत पुराना होने के कारण वहां पर भीड़ पर नियंत्रण करना कठिन हो जाता है जिस के फलस्वरूप यात्रियों को बड़ी कठिनाई होती है और स्टेशन बहुत गंदा बना रहता है; और

(ख) यदि हां, तो एक नये स्टेशन का कब निर्माण करने का सरकार का विचार है ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) :
(क) जी, नहीं

(ख) सवाल नहीं उठता ।

ALUMINIUM INDUSTRY

3006. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of COMMERCE be pleased to state:

(a) the period for which it is proposed to continue the protection to

Aluminium Industry under the Indian Tariff Act; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) The Aluminium Industry is already protected upto 31-12-1968 under the Indian Tariff (Amendment) Act, 1934, No. 51 of 1964. The question of further continuance of protection is being examined by the Tariff Commission and a report is expected to be submitted to Government during this year.

(b) The reasons for continuance of protection upto 31-12-1968 are explained in paragraph 16 of the Tariff Commission's Report (1964) already laid on the Table of the House in December, 1964, along with Government Resolution No. 1(1)-Tar/64, dated 9th December, 1964, issued thereon. This Resolution has also been published in Part I, Section I of the Gazette of India Extraordinary dated the 9th December, 1964.

Resolution Passed by Vidarbha Setakari *Re.* Cotton Prices

3007. SHRI DEORAO PATIL: Will the Minister of COMMERCE be pleased to state:

(a) whether Government have received a copy of the resolution passed by the Vidarbha Setakari Sabha of Maharashtra State on the 4th February, 1968 regarding the prices of raw cotton; and

(b) if so, the main points of the resolution and Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI): (a) and (b). The main points in the Resolution passed by Vidarbha Shetkari Sabha of Maharashtra, received by the Government, are as in the statement laid on the Table of the House [*Placed in library. See No. LT*-360/68].

There has been some fall in the prices of cotton recently in comparison to the unusually high prices prevalent in November and December, 1967. However, even now the prices are well above not only the support prices for the current season but also the ceiling prices for 1966-67. The prices situation is constantly under review and at the appropriate time measures necessary to safeguard the growers' interests will be taken.

Imports of cotton are effected only to meet the shortfall between availability of indigenous cotton and the requirements for maintaining normal machine activity.

As regards building of a buffer stock, the report of the Committee set up to examine this question is awaited.

As regards price control on cloth, its removal is likely to hurt the poorer section of the population and the matter is receiving careful consideration.

कानपुर के समीप आसाम मेल का पटरी से उतर जाना

3008. **श्री लखण लाल कपूर :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 19 फरवरी, 1968 को कानपुर के समीप अप आसाम-मेल की एक मालगाड़ी से टक्कर होते होते बची परन्तु इसके फलस्वरूप मेल गाड़ी की कुछ बोगियां पटरी से उतर गई और यात्रियों को चोटें आयीं;

(ख) यदि हां, तो इसका क्या कारण था; और

(ग) इसके फलस्वरूप कितने व्यक्तियों को चोटें आईं ?

रेलवे मंत्री (श्री चे० मु० पुनाचा) : (क) और (ग). जी नहीं । सम्भवत: आशय उस दुर्घटना से है जिसमें नं० 85 अप असम डाकगाड़ी का एक डिब्बा जो इंजन से दूसरा था, कानपुर स्टेशन पर 20-2-68 को पटरी से उतर गया था । इस दुर्घटना में

न तो किसी की मृत्यु हुई और न कोई घायल हुआ ।

(ख) दुर्घटना के कारण की जांच की जा रही है ।

PRODUCTION OF MILK AND MEAT SUBSTITUTES OUT OF SOYABEANS

3009. SHRI M. SUDARSANAM: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) whether there is any proposal to establish a Public Limited Company in Bombay to produce milk and meat substitutes out of soyabeans;

(b) whether there is any foreign collaboration; and

(c) if so, the details thereof?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The proposal of M/s. Jivanlal Sons & Rathnam, Bombay to enter into collaboration with M/s. Harry W. Miller Jr. Engineering Services USA for the manufacture of Soya Vegetable Milk (veverage type), Soya vegetable Milk Powder, Soya Vegetable Bologona (Mock Meat loaf), Soya Vegetable Wieners (Hot Dogs), Soya Vegetable Chicken like Meat, Soya Vegetable Beaf like meat and Soya Oil refined has already been approved by the Goverament.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED DEMOLITION OF ANDAMAN CELLULAR JAIL

SHRI SAMAR GUHA (Contai): I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and request that he may make a statement thereon:

The reported demolition of the historical Andaman Cellular jail which bears memories of innumerable martyrs and great freedom fighters along with Netaji Subhas Chandra Bose.

THE MINISTER OF HOME AFFAIRS (SHRI Y. B. CHAVAN): Mr. Speaker Sir, The Cellular Jail at Port Blair was completed some time in the year 1903. The building was a brick building, constructed in the shape of a star with seven three-storeyed wings spreading out from a Central Tower. Although the jail was meant for convicts sentenced to transportation for life, freedom fighters were also lodged there.

The jail was damaged due to bombardment by the Japanese in 1942. Two of its wings were pulled down by the Japanese in order to obtain an easy supply of bricks to build trenches and pill-boxes. After reoccupation of the Islands in 1945, the building was examined by engineers and a major portion of it was declared unsafe. Therefore, it was decided to pull down the entire structure except the Central Tower and to use the site for a hospital. Only three wings, besides the Central Tower, are now left. At present two wings are being utilized as district jail and the third wing contains some stores. The question whether any of these wings can be preserved, is under consideration. As the House knows, it had already been decided to preserve the Central Tower of the jail as a memorial for the freedom fighters who were kept there. Plaques with names of these freedom fighters are being put in the Central Tower to preserve their memory.

SHRI N. C. CHATTERJEE (Burdwan): May I seek a clarification?

MR. SPEAKER: No. This is call attention. Shri Samar Guha.

श्री समर गुह : अध्यक्ष महोदय, मैं आप की इजाजत से अपने सवाल की पृष्ठभूमि को स्पष्ट करने के लिये दो चार बातें कहने की कोशिश करूंगा ।

यह हमारे लिए बेहद शर्म और खेद की बात है कि अपनी आजादी के बीस साल बाद हम राष्ट्रीय भावना को इतना खो बैठे हैं कि अन्डमान जेल को जो कि भारतीय राष्ट्रीय संग्राम की एक महान तीर्थ भूमि है और जिस

में हमारे बड़े-बड़े बहादुर नेता और क्रान्तिकारी अपना जीवन बिता चुके हैं, बिल्कुल भूले जा रहे हैं। सिर्फ यही नहीं कि उन्होंने वहां अपना जीवन बिताया है बल्कि अपना जीवन न्योछावर किया है। आज उसकी निशानी अंडमान सेलुलर जेल है जिस में पहले वीर सावरकर के बड़े भाई और खुद वीर सावकर रखे गये। उस के बाद फादर आफ दि इंडियन रेवोल्यूशन श्री अरविन्द के नेतृत्व में उन के भाई बारिन घोष उल्लासकर दत्त जिन्होंने कि पहला बम बनाया था अनुशीलन ममिति के फाउंडर पुलिन दास, त्रैलोक्य चक्रवर्ती आदि को रक्खा गया था। पहले महायुद्ध के समय जो बर्मीज रिवोल्यूशन हुआ था उस के क्रान्तिकारियों मोहम्मद मुस्तफा, अली अहमद सिद्दीकी आदि को भी उस में रक्खा गया था।

अध्यक्ष महोदय : हमारे श्री तिवारी भी उस में थे।

श्री समर गुह : गदर पार्टी के बाबा गुरमुख सिंह जैसे महान् क्रान्तिकारी जो कि अभी भी जीवित हैं और दूसरे लोग उस में रक्खे गये थे। यतीन्द्रनाथ के नेतृत्व में जमन प्लाट के क्रान्तिकारी और 1915 के नवम्बर महीने में पं० परमानन्द के नेतृत्व में सिंगापुर का जो रिवोल्यूशन हुआ जिस में इंडियन आर्मी के पठानों, सिखों और जाटों ने हिस्सा लिया और सिंगापुर को सात दिनों तक अपने कब्जे में रक्खा उस के क्रान्तिकारियों को उस में रक्खा गया। इसी तरह से लाहौर कांस्पिरेसी केस और बंगाल की कई कांस्पिरेसियों के जिन में चिटागांग आरमरी रेड भी सम्मिलित हैं क्रान्तिकारियों को वहां पर रक्खा गया। 1935 में तीन बहादुर क्रान्तिकारियों ने वहां पर भूख हड़ताल कर के अपना जीवन दिया।

बड़े शर्म की बात है कि मंत्री महोदय ने कहा अंडमन्स की रिकांक्वेस्ट के बाद। इसके बजाय यह होना चाहिये था कि 1943 में नेताजी सुभाषचन्द्र बोस ने सब से पहले टेरिटरी आफ इंडिया को लिबरेट किया।

It is a matter of shame that he quoted the British tradition by saying that Andamans was reconquered by the British.

इस महान राष्ट्रीयता की पृष्ठ भूमि में जो सवाल मैं पूछना चाहता हूं वह यह है।

(1) जब पिछले दिनों हमारी प्रधान मंत्री अंडमन पधारीं तो क्या उन्होंने उस समय इस तीर्थ भूमि में जा कर हमारे राष्ट्रीय वीर शहीदों के प्रति श्रद्धांजलि अर्पित की?

(2) क्या इस अंडमन सेलुलर जेल की एक नेशनल म्यूजियम के रूप में रक्षण की व्यवस्था की जायेगी?

(3) क्या अंडमन जेल का इतिहास लिखने की व्यवस्था सरकार की तरफ से होगी?

(4) नेताजी सुभाषचन्द्र बोस ने अंडमन और निकोबार द्वीपों का नाम बदल कर 'शहीद' और 'स्वराज्य' द्वीप रक्खा था। क्या सरकार 'शहीद' और 'स्वराज्य' द्वीप नामों को मान लेगी?

(5) क्या अंडमन में नेताजी सुभाषचन्द्र बोस की स्मृति के रक्षण के लिये वहां कुछ व्यवस्था की जायेगी?

SHRI Y. B. CHAVAN: As far as the sentiments expressed by the hon. member are concerned, I certainly share them. There is no question about it. When I visited Andamans for the first time last year, I myself went there to pay my respectful homage to the great patriots who spent the best part of their lives there. The word re-occupation which is used here is not used in any political sense. It was merely a statement of fact.

SHRI SAMAR GUHA: Was it not a fact that Netaji occupied the island in 1943 and liberated Andamans? Is that not a historical fact?

SHRI Y. B. CHAVAN: I have not cast any reflection on what happened

[Shri Y. B. Chavan]

before. I have merely made a statement of fact that it came under the Indian administration at that time, in 1945.

SHRI SAMAR GUHA: It was British administration.

SHRI Y. B. CHAVAN: I did not use the word "re-conquered", but "re-occupation". Let us not fight about words. I said I agree with his sentiments.

As far as the number of barracks is concerned, at the present moment there are only three barracks. The central tower, which is a very basic structure there, which is, really speaking, more important, we have already decided to strengthen it and keep it in its present form. Whether we should keep the three barracks in their present form or not is a matter for consideration. I had been there personally to find out things because all the big names with which we are sentimentally attached were mentioned. Revolutionaries like Savarkar lived there and so many people were there.

SHRI RANGA (Srikakulam): Tiwary was there.

SHRI Y. B. CHAVAN: Unfortunately the whole record had been destroyed during the Japanese occupation. It is very essential to build up the history of the people who were there. The whole story started with political overtones with the sending of freedom fighters after the 1857 independent struggle. Later on it was converted into some sort of a conviction-centre and a large number of freedom fighters went there. A large number of people, revolutionaries, were sent there. We have no information as to who was sent there from East Bengal, Sind and North West Frontier Province; these form part of Pakistan. We are trying to collect information from the local people so that the history could be reconstructed in course of time. Some marble plaques are being prepared and are put up in the name of people who stayed there. A list of nearly 310 persons about whom we could collect information was placed on the Table of the Rajya Sabha. Some further information is also collected.

There was a suggestion about changing the name; it is a suggestion which might be considered.

SHRI NATH PAI (Rajapur): There was a resolution moved on this subject by Mr. Kamath last year.

SHRI Y. B. CHAVAN: I do not know the ultimate fate of that resolution. If there was a resolution, it is a formal suggestion which should be considered and we have not taken any final decision...

SOME HON. MEMBERS *rose*—... (*Interruptions*)**

MR. SPEAKER: Order, order. Nothing shall be taken down; the Press also will not take this down.. (*Interruptions*)**

The same point which Mr. Hem Barua wanted to raise here this morning was considered by me. He wrote to me. An hon. Member from the Congress Party and three hon. Members from the Opposition came to me yesterday. I considered the matter and told them that it was a matter of law and order in a State where there was a State Government. It is not a question of party matter at all. All the parties were there. We discussed the matter. I was wondering how I could allow something about a State Government when there was a State Government functioning there.... (*Interruptions*)

SEVERAL HON. MEMBERS *rose*—

MR. SPEAKER: Order, order. Will you all kindly sit down? When I sit down, anybody can talk, but when I am on my legs, please sit down. I did tell them, and we did discuss with them yesterday afternoon. I told them that this is a matter which I cannot allow on the floor of the House, because the State Government is there. (*Interruption*) Will you kindly sit down? I am on my legs. Until I sit I cannot allow anybody to rise. Therefore, after having told those hon. gentlemen who came and discussed it with me, now, just because I get some chits, is it proper

**Not recorded

for me to allow anybody to raise the subject? I would request them to consider this. They came to me yesterday and they were good enough to discuss it with me. (*Interruption*) It would be most unfair, in the circumstances, if I allow anybody now to raise such things here. A number of gentlemen came to me yesterday. Mr. Sambhali was there. I need not mention the names. I requested them. Now, just because some Members want to raise it here without notice, am I fair to the others, I want to know. I want to know if I shall be fair to those who came and discussed it with me, if it is raised her now. (*Interruption*).

SHRI HEM BARUA *rose*—

MR. SPEAKER: I am not allowing anyone—Shri Hem Barua also—to rise now. (*Interruption*).

SEVERAL HON. MEMBERS *rose*—

12.17 Hrs.

RE. MAKING OF POLICY STATEMENTS

श्री मधु लिमये (मुंगेर) : मैं संविधान की पांच धाराओं और नियम 376 की ओर आपका ध्यान आकर्षित करना चाहता हूं । मैं किसी ध्यानाकर्षण या कामरोको के बारे में नहीं बोलने जा रहा हूं । मैं केवल आपकी व्यवस्था इस विषय के बारे में चाहता हूं कि इस सदन की कार्यवाही कैसे चलने वाली है । संविधान की पांच धारायें मैं आपके सामने रख रहा हूं जिन में लोक सभा के अधिकारों को निश्चित किया गया है । सब से पहले मैं आपका ध्यान धारा 81 की ओर दिलाना चाहता हूं । इसमें कहा गया है कि हिन्दुस्तान की जनता सीधे चुनाव के जरिये इस लोक सभा को चुनेगी । मैं इसको पढ़ कर समय बरबाद नहीं करना चाहता हूं । फिर संविधान की धारा 75 है जिसमें कहा गया है कि यह सरकार अपनी नीति और कार्यक्रम के लिए इस सदन के प्रति उत्तरदायी है राज्य सभा के प्रति नहीं । फिर 117 धारा के अनुसार जितने वित्तीय विधेयक हैं मनी बिल्ज़ जिन को कहते हैं वे इस सदन के सामने प्रस्तुत किये जायेंगे, राज्य सभा के समक्ष नहीं । चौथी एक धारा है कि अनुदान सम्बन्धी बहस केवल इधर होगी ।

MR. SPEAKER: How can a point of order arise now? There is no point of order.

श्री मधु लिमये : मैं आ रहा हूं । मैं लोक सभा और राज्य सभा के अधिकारों के बारे में कह रहा हूं । सभी धाराओं को मुझे बतला देने दीजिये । 108 में कहा गया है अगर किसी कानून के बारे में, विधेयक के बारे में मतभेद हो तो दोनों सदनों की संयुक्त बैठक में बहुमत से फैसला होगा ।

अब मेरा प्वाइंट आफ आर्डर यह है कि नीति सम्बन्धी वक्तव्य जैसे केनिया के बारे में राज्य सभा में हुए हैं और कांग्रेस पार्टी की बैठक में, वह पहले यहां पर क्यों नहीं हुआ । आप व्यवस्था दें कि क्या नीति सम्बन्धी महत्वपूर्ण वक्तव्य चाहे केनिया के बारे में या और किसी के बारे में हो पहले इस सभा के सामने किये जायेंगे या राज्य सभा के सामने किये जायेंगे । अगर वहां किये जाते हैं और वहां बहस होती है तो फिर हम लोग क्या कर रहे हैं ? हम लोगों को जनता ने सीधे चुना है । संविधान की इन धाराओं के अन्दर जो हमारे अधिकार हैं उनके तहत मैं आपकी व्यवस्था चाहता हूं कि क्या नीति सम्बन्धी वक्तव्य सदन में आएं या राज्य सभा में आएं ?

MR. SPEAKER: I wish the hon. Members would write to me, and then I can look into it.

SHRI NATH PAI (Rajapur): I have written.

MR. SPEAKER: Even now, while the Question Hour was on, after we began the questions, a number of things have come to me. They came to me after I came here, not before. The rule is that all hon. Members should write to me before 10.30. But then, when I am sitting here, after half the Question Hour was over, the Secretary

[Mr. Speaker]

has received a bundle of things. May I know how I can look into it? Hon. members should realise it.

श्री मधु लिमये : मैं इस मेरिट्स में नहीं जाना चाहता । (**व्यवधान**) मैं पूरे सदन के अधिकारों की बात कर रहा हूं ।

MR. SPEAKER: I am prepared to look into it if they give me notice and allow me to think about these things. The things which came to me before I came to the House, I have been looking into in my chamber. But after I occupied the Chair at 11 o'clock, if they go on sending letters and other things, how can I look into them?

SHRI HEM BARUA (Mangaldai): That does not apply to my letter.

MR. SPEAKER: Your letter, of course, I saw earlier. I had already spoken about that particular subject to four hon. members of this House. I will see what best can be done.

SHRI HEM BARUA): You can direct the Home Minister to make a statement on it.

MR. SPEAKER: Let us see. The point raised by Mr. Limaye is a fundamental, major issue, whether the Government could make a statement in the Rajya Sabha...

SHRI MADHU LIMAYE: Major policy statements.

MR. SPEAKER: I cannot offhand give a ruling on it now. It has been going on for so many years. We have to think about it deeply. We should not have a rupture between the two Houses.

श्री कंवर लाल गुप्त (दिल्ली सदर) : अध्यक्ष महोदय, यह एक बहुत सीरियस, गम्भीर मामला है । आप ने दो तीन दिन पहले केनिया से हिन्दुस्तानियों के निकाले जाने के सम्बन्ध में मेरा मोशन मन्जूर करने की कृपा की थी । उस के बाद कांग्रेस की पार्लियामेंटरी कमेटी की बैठक में प्राइम मिनिस्टर ने इस विषय पर एक पालिसी स्टेटमेंट दिया । मैं उन से कुछ नहीं कहना चाहता हूं लेकिन मैं आप से यह कहना चाहता हूं कि इस स्थिति में हमारे मोशन का कुछ फायदा नहीं होगा । गवर्नमेंट की तरफ से एक सिस्टेमेटिक एटेम्प्ट की जा रही है कि मेम्बर्ज के राइट्स को दबाया जाये, इस हाउस को अलग रखा जाये और इस को फ़ेस न किया जाये । यह सरकार लोक सभा के प्रति जिम्मेदार है । विशेष रूप से जब इस सदन का सेशन हो रहा हो तो बाहर पालिसी स्टेटमेंट्स करना ग़लत बात है । मेरी प्रार्थना है कि आप सरकार से कहिये कि इस हाउस में जो कोई भी मोशन आदि एक्सेप्ट हो जायें तो उस विषय पर बाहर कोई स्टेटमेंट न दिये जायें बल्कि जो कुछ कहना हो वह यहीं कहा जाये ।

MR. SPEAKER: I cannot tell the Government anything on any subject raised here offhand like that. This is a new thing which has come up during the last three days again—the zero hour. They do not write or give notice to the Speaker in advance. They just get up after Question Hour and raise some points. The rules are there.

AN HON. MEMBER: You are the custodian of our rights.

MR. SPEAKER: Certainly, but you should give me notice. Also, it does not mean the moment any hon. member has written to the Speaker about something, he has the right to raise it in the House. The Speaker must permit it. Yesterday I permitted Mr. Vajyapyee to raise some point and we had a brief discussion in which all of you participated. It was very good. But the moment you write a letter, that does not mean you have the authority to raise it here. That is what is happening. I have not seen some of the letters, they are perhaps with the office or with the Secretary. May I appeal to hon. members? Let this be the last day this sort of thing happens.

SHRI HEM BARUA: Whatever you permit is very good. It means, if you do not permit, it is very bad?

MR. SPEAKER: Unfortunately I am the Speaker and you are not. What I permit is good. Of course, under the

rules only what I permit, that alone comes up here. I know you are a senior to me, and more learned than me, but unfortunately I happen to be the Speaker.

SHRI NAMBIAR (Tiruchirapalli): You are the Speaker fortunately.

SHRI RANGA (Srikakulam): I am sorry something has been said about Government making important statements in the other House. I have had the opportunity of being a member of the other House also. Except in regard to financial matters, both the Houses are equal in every way. This has been raised here several times. The first Prime Minister also had made it quite clear. I am glad the other House has had the opportunity of taking the initiative, within the time that was given to it, of raising some very important questions.

Thereby an opportunity is given to Government to state their policy or their attitude. Therefore, we should not regret that opportunity that the country has had. I would like to make one small suggestion. In regard to such questions it may not be possible for you to allow a discussion here. In such cases it is your privilege and your right to call upon the Minister concerned to make a statement, and you have ruled it already that whenever such a statement is made hon. Members in the House need not put any questions and take the time of the House.

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): Sir, you have already given a ruling in this House that whenever the House is seized of a certain matter no spokesman of any Ministry, whether it is Finance or External Affairs, should come out in the Press with any statement. Even after that they are coming out with such statements. When the Deputy Prime Minister went on a foreign tour some such statement was made by a spokesman of the Ministry of External Affairs. Then you gave a ruling that it was not right for him to do like that. Recently, Sir, when we were discussing the Kuchchativu issue on two days a spokesman of the Ministry of External Affairs has come out with statements in the Press saying something different. The Prime Minister came out with a statement only yesterday. How is it that even after your specific ruling such statements are being made by spokesmen of the Ministries concerned?

SHRI H. N. MUKERJEE (Calcutta North East): I agree with Shri Ranga that we should not countenance any friction between our two Houses, but there is also a definite provision in the Constitution regarding the position of this House. From that point of view, my submission to you is just this. You have already indicated your desire for the discussion in this House, in whatever form it may be, of the issues arising out of the migration from Kenya, and there have been motions and all that sort of things. It is rather paradoxical, when an international issue of such great significance is being agitated in different parts of the world, the other House has an opportunity for discussing it but this House has not. From my side I do not mind confessing that sometimes we on this side may perhaps have made it rather difficult for Government to provide matters in such a way that many important subjects can be discussed. But we are the Opposition. It is not our business, it is not our responsibility to see that Parliament gets time, at whichever hour, to discuss some important issue. Here is an important issue whose importance was underlined by you yourself, and yet we have not had an opportunity to discuss it. Some of us are giving notices of motions, but nothing is being done in regard to the issue of the migration matter. The whole thing is hanging in the air.

MR. SPEAKER: We are meeting today and we will fix up some time for such matters.

SHRI H. N. MUKERJEE: I would like to submit that this is happening too often. In regard to matters of international importance there is the Kenya issue. In regard to matters of national importance we were told sometime ago that the Bengal issue was to be discussed. But nothing is taking place.

MR. SPEAKER: We will take up that also.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND COMMUNICATIONS (DR. RAM SUBHAG SINGH): Sir, we do not go against the provisions of the Constitution or against the Rules of Procedure of the House. But the hon. Members perhaps may not be aware that that policy statement was made in the other House because there was a Calling Attention Notice in that House whereas here there was no Calling Attention Notice.

श्री मधु लिमये : कालिंग एटेन्शन नोटिस हम ने भी दिया था । राज्य सभा के सदस्य कोई हम से ज्यादा मेहनती और सचेत नहीं हैं ।

DR. RAM SUBHAG SINGH: There the Chairman ruled that the matter may again be taken up in the afternoon and, therefore, the Prime Minister had to make a statement (*Interruptions*).

श्री शिवनारायण (बस्ती) : अध्यक्ष महोदय, मैं आप का प्रोटेक्शन चाहता हूं । यही लोग आप के साथ बैठ कर तय करते हैं और उस के बाद आ कर हल्ला मचाते हैं । कांग्रेस वालों को और उनकी पार्टी को यह क्यों घसीटते हैं ······ (व्यवधान)

श्री हुकम चन्द कछवाय (उज्जैन) : दस बार घसीटेंगे, सब को घसीटेंगे ·····

श्री शिवनारायण : तो मैं यह अर्ज करता हूं कि जो रूल्स आफ प्रोसीजर है उस के अनुसार काम होना चाहिये ।

अध्यक्ष महोदय : अच्छा आप बैठिये । मैंने नाथ पाई को बुलाया है ।

SHRI NATH PAI: I would have abided by your wish that you would read my letter and indicate your mind on the subject, but now that you have allowed it, I am making my submission. I have taken the necessary precaution of writing to you. I have also sent you the requisite cuttings from the dailies of Delhi...

MR. SPEAKER: For my information, may I know when you gave that letter, because I have not seen it?

SHRI NATH PAI: It was given at about 11.30.

MR. SPEAKER: How can I know about it? I have been sitting in the Chair from 11.

SHRI NATH PAI: I am not blaming you, Sir. Now that you have allowed me, I am raising it. The whole of last week we tried to raise it.

MR. SPEAKER: I have not read it. I do not know the subject.

SHRI NATH PAI: It is precisely the subject which Mr. Limaye has raised. I am endorsing it.

MR. SPEAKER: Don't refer to your letter, because I have not seen it, as you yourself said, you sent it at 11.30.

SHRI NATH PAI: Since the matter has been raised, I am submitting my point. Otherwise, I was abiding by your wish. Sir, I have given you the necessary cuttings. Our objection is on two grounds. Time and again this matter has been brought before the House. You have indicated in the last session of this House that if on any important policy matter Government wants to come forth with a statement, this House will have to be given preference. I do not want to go into details, because the minister says, "Let us sit and discuss it". I do not want a false controversy with the other House. But we find that this is not accidental. I gave a calling attention, adjournment motion and a substantive motion on this subject. That is not admitted, but the minister tells the House that a calling attention notice was admitted in the other House and therefore a statement was made there. I agree, Sir, that you have a difficulty in this matter. Secondly, Sir, I fully respect the right of the ruling party to discuss any matter. We are not challenging it, because we claim the same right to us. I have no objection to the Congress Party discussing any issue including the issue of Indians in Kenya of Indian origin. But I object to the fact that

both the Prime Minister and the Minister of State for External Affairs made major policy statements at the party meeting, thereby rendering any debate in this House meaningless at all. I want to seek your protection. If the Government does not find time to take this House into confidence, are we to sit idle ? Are major policy statements to be made before party caucuses ? I draw a distinction between discussion and making major policy statements. Mr. Panigrahi rightly said they have a right to discuss it. I cannot challenge it. Even if I challenge it, you will not uphold it. Only yesterday the Deputy Prime Minister told us that this House shall not be side-tracked. But within 5 hours, they proceeded to do this by making a major policy statement on the issue of Indians in Kenya that Government will not withdraw from the Commonwealth and so on. What do we sit here for, Sir? May I know your mind now whether the Government was justified in doing it?

MR. SPEAKER: I cannot give my mind now.

SHRI D. C. SHARMA (Gurdaspur): Sir, it has become a habit with some of us to pit the Rajya Sabha against the Lok Sabha and the Lok Sabha against the Rajya Sabha. I think this is a very very unhealthy trend.

AN HON. MEMBER : How ? (*Interruptions*).

MR. SPEAKER: He has a right to hold his own view.

SHRI D. C. SHARMA: That is a very very unhealthy trend that is gaining momentum in this House. I have been in this House for the last 16 years and every time I have been told by the late Pandit Jawaharlal Nehru and by other Prime Ministers that these two Houses are the limbs of the same body; they have the same importance and they have the same kind of power and influence. Therefore, I think that this should not be done.

Secondly, they do not understand the difference between the Lok Sabha and the other House, though some of them have been members of the Rajya Sabha. I am very sorry to say that. They have forgotten their past. Now that they have come to the Lok Sabha they have got used to the atmosphere of the Lok Sabha. In the Lok Sabha we discuss so many things.

SHRI KANWAR LAL GUPTA: What about the Congress Parliamentary Party ? (*Interruptions*).

SHRI D. C. SHARMA : You give time for one hour discussions, for discussions which last for two hours, and for 2½ hour discussions. All these things take place here. This house enjoys in that way much more power and influence, much more responsibility than any other House in any democratic part of the world.

SHRI J. B. KRIPALANI (Guna): Sir, have you given permission to everybody to express his views?

MR. SPEAKER: I entirely agree with Acharyaji, but this is happening. Today shall be the last day. I will myself tell that.

SHRI D. C. SHARMA : Now, some persons say that the Prime Minister made a statement in the Congress Parliamentary Party.

MR. SPEAKER: All right. I have understood the point. Will you kindly sit down now?

SHRI D. C. SHARMA: Do they read the proceedings of the House of Commons? Do they know what is happening in the House of Commons? Do they know what is happening in the Labour Party? Do they know what is being done by Mr. Harold Wilson? Do they know all those things? If they know all this, they will not criticise a Congress Parliamentary Party.

MR. SPEAKER : I appeal to you again to sit down. I plead with hon. Members of this House to co-operate with me. At this rate it will be difficult for me to continue. They must follow the rules. It has become a

[Mr. Speaker]

terrible thing after the Question Hour. We do not know who will get up after the Question Hour and what subjects they are going to raise. After the Question Hour I am in such a difficulty. If anything is given before time and it is discussed and permitted, you can certainly raise. But when there is a vacuum, after the Question Hour, how can a point of order be raised? I can understand some point of order being raised about a subject, but then you raise points about something which is not there or something about a Minister.

SHRI S. M. BANERJEE (Kanpur): Under rule 376.

MR. SPEAKER: That also must be confined within the rules. There must be a subject before the House about which a point of order can be raised. But you simply cannot raise a point about the working, about Parliament, about the Constitution and say that the Constitution is wrong; therefore, there is a point of order. Therefore, if anything has to be raised after the Question Hour, it has to be with the permission of the Chair. Senior Members are there; all parties are there and I expect the leaders and hon. Members to co-operate with me. They can discuss with me, if they think it necessary, and convince me; or, I will convince you. Yesterday I convinced four hon. Members from all the four parties when they came to me. I convinced them, "Please, for heavens sake, do not raise this; this will be the difficulty if I admit this and this will be the problem; we will discuss it between ourselves." I was happy that I convinced them. At other times you can convince me.... (*Interruption*).

SHRI HEM BARUA : I do not know what happens in your Chamber.

MR. SPEAKER: You are only 24 hours' late; they were 24 hours in advance.

With your willing co-operation only I can run this House. I do not know how many motions I have admitted. They are all pending. Today in the evening we have to meet and fix time for them. On everything of some importance, I am admitting one hour discussion, two hours discussion, etc. You must only find the time. It is for the Business Advisory Committee to consider whether we sit extra in the evening or sit on Saturday to dispose them of. All this will have to be considered by the Business Advisory Committee.

Now, may I appeal to you from tomorrow don't misunderstand me if I am not going to allow any subject to be raised like this. If you cannot help me, I will be helpless in this Chair and I will not be able to conduct the proceedings. Papers to be laid.

12.40 HRS.

PAPERS LAID ON THE TABLE

FINAL REPORT OF BHOOTHALINGAM COMMITTEE ON RATIONALISATION AND SIMPLIFICATION OF TAX STRUCTURE

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI JAGANNATH PAHADIA): On behalf of Shri Morarji Desai, I lay on the Table a copy of the Final Report of the Bhoothalingam Committee on Rationalisation and Simplification of the Tax Structure. [*Placed in Library. See* No. LT-337/68]

SHRI S. M. BANERJEE (Kanpur): Sir, I want to say something on item 3. The Final Report of the Bhoothalingam Committee on Rationalisation and Simplification of the Tax Structure has been laid on the Table. I would also request, through you, Sir, to the hon. Minister, Shri Morarji Desai, or his deputy that the Report of the Sarkar Committee which has already come out in the press may also be laid.

MR. SPEAKER : What has that got to do with this I want to know. Anything Mr. Bhoothalingam does will be connected with this!

REVIEW OF NATIONAL NEWSPRINT AND PAPERS MILLS LTD., NEPANAGAR AND ANNUAL REPORT THEREOF FOR 1966-67

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): I lay on the Table:—

(1) Review by the Government on the working of the National Newsprint and Papers Mills Ltd., Nepanagar, for the year 1966-67 under sub-section (1) of section 619A of the Companies Act, 1956.

(2) A copy of the Annual Report of the National Newsprint and Papers Mills Limited, Nepanagar, for the year 1966-67, along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon (English and Hindi versions).

[*Placed in Library. See* No. LT-338/68].

ANNUAL REPORT OF KHADI AND VILLAGE INDUSTRIES COMMISSION, BOMBAY, FOR 1966-67; CERTIFIED ACCOUNTS OF COIR BOARD, ERNAKULAM FOR 1966-67 AND CARDAMOM BOARD SERVICE, (RECRUITMENT) RULES, 1967, ETC.

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI MOHD. SHAFI QURESHI) : I lay on the Table:—

(1) A copy of the Annual Report of the Khadi and Village Industries Commission, Bombay, for the year 1966-67 under sub-section (3) of section 24 of the Khadi and Village Industries Commission Act, 1956, along with the Statistical Statements. [*Placed in Library. See* No. LT-339/68].

(2) A copy of the Certified Accounts of the Coir Board, Ernakulam for the year 1966-67 and the Audit Report thereon under sub-section (4) of section 17 of the Coir Industry Act, 1953. [*Placed in Library. See* No. LT-340/68].

(3) (i) A copy of the Cardamom Board Service (Recruitment) Rules, 1967, published in Notification No. G.S.R. 1758 in Gazette of India dated the 2nd December, 1967, under sub-section (3) of section 33 of the Cardamom Act, 1965.

(ii) A statement showing reasons for delay in laying the above Notification. [*Placed in Library. See* No. LT-238/68].

(4) (i) A copy of the Rubber (Amendment) Rules 1967, published in Notification No. G.S.R. 1756 in Gazette of India dated the 2nd December, 1967 under subsection (3) of section 25 of the Rubber Act, 1947.

(ii) A statement showing reasons for delay in laying the above Notification. [*Placed in Library. See* No. LT-237/68]

12.42 HRS.

COMMITTEE ON SUBORDINATE LEGISLATION

(i) MINUTES OF FIRST TO FOURTEENTH SITTINGS

SHRI N. C. CHATTERJEE (Burdwan): I beg to lay on the Table Minutes of the first to Fourteenth Sittings of the Committee on Subordinate Legislation.

(ii) FIRST REPORT

SHRI N. C. CHATTERJEE: I beg to present the First Report of the Committee on Subordinate Legislation.

COMMITTEE ON PUBLIC UNDERTAKINGS

SEVENTH REPORT

श्री द्वा० ना० तिवारी (गोपालगंज) : अध्यक्ष महोदय, मैं हैवी इंजीनियरिंग कारपोरेशन लिमिटेड के बारे में प्राक्कलन समिति (तीसरी लोक सभा) के 51वें प्रतिवेदन में की गई सिफारिशों पर सरकार द्वारा की गई कार्यवाही के विषय में सरकारी उपक्रमों संबंधी समिति का सातवां प्रतिवेदन पेश करता हूं।

12.43 HRS.

RAILWAY BUDGET—GENERAL DISCUSSION—*contd.*

MR. SPEAKER: Now, only about 4½ hours are left for the General Discussion. The Minister will, naturally, need about half an hour.

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : Yes. My colleague, the Deputy Minister, will intervene.

MR. SPEAKER : That is a different matter. The hon. Minister will reply to the debate at about 5-15 P.M. In between, his deputy may intervene. That is a different matter. At 5-15 P.M., the Minister will reply to the debate. Shri Ramchandra J. Amin.

SHRI RAMCHANDRA J. AMIN (Mehsana) : Mr. Speaker, Sir, speaking on the Railway Budget, I would like to bring certain points to the notice of the Railway Minister about the complaints of the general public who are travelling by railways.

12.44 HRS.

[MR. DEPUTY-SPEAKER *in the Chair.*]

The Railway Board which is established since very long working for the interests of the people never attends to the real facilities of the users of the railways. One point that I may bring to the notice of the hon. Minister is about the opening of flag stations. Whether it is highly expensive or not will be judged by the Minister himself. When we approached the hon. Minister, the whole matter was explained about the earthwork and whatever else is necessary for opening the flag stations between two big stations 6 to 7 miles apart. It is quite necessary to give the facility of opening up the flag stations between the two stations 6 or 7 miles apart. I think the only expense which the Railways will incur is hardly Rs. 1,000 a year. But the Railway Board thinks that it is highly expensive to open a flag station. I do not understand how the Members of the Railway Board who can add one more Member on the Railway Board and incur the expenditure of Rs. 50,000 a year say that it is highly expensive to spend Rs. 1,000 a year to give the facility to the general public by opening flag stations. I do not understand the wisdom of the Members of the Railway Board when they say that they can incur an expenditure of Rs. 50,000 a year by adding one Member to the Railway Board but cannot open a flag station which requires only Rs. 1,000 a year. There the people are ready to do the earthwork; the Railways have only to put up a yard and keep a man there to issue tickets to the travellers and to collect tickets. Nothing more was to be done. Yet, the Railway Board refused the demand of the public which was standing for the last 11 years. A number of flag stations were opened when the Company was managing the railways. I think, the Railway Board has no other business but to attending to such minor matters as opening a flag station or not. Can the Minister not intervene and say that this lies in his jurisdiction, to allow it or not to allow it. How does opening a flag station come in the way of railway administration and increase the work? Only two or three passenger trains are to stop there—not all the 50 trains running up and down. It does not count much if the trains stop there for a minute or two. On the other hand, it will be a great facility to the public.

I wish to place before the Minister two of our demands in Gujarat on the Western Railway, for opening of two flag stations, one between Dangarwa and Abliason and one between Sabarmathi and Ahmedabad near the Shahibagh crossing. The train stops there nearly nine days in a fortnight on account of 'no signal'. Yet, when we ask for opening of a flag station there to give facilities to the suburban people who can get down there, they refuse to open that Station. I really do not understand this. When the train usually stops there on account of signalling work, why can they not open a flag station there and give this facility by a statutory order so that the people can get down there and reach home earlier instead of getting down three or four miles away?

Another thing is that the Railway Board should be dismissed as early as possible. This is not at all necessary. It is a white elephant and it unnecessarily comes in the way of the jurisdiction of the Minister. I do not understand whether the Railway Board is a higher authority or the Minister is a higher authority. Let us have this cleared, whether the Railway Board should pass the final order or the Minister. When we appoint a Minister, who is the represen-

tative of the people to administer Railways on behalf of the people, I should say that he should have the last word in this matter and not the Railway Board. If the Railway Board intervenes, let it be dismissed and earlier it is done, the better it is. Let us stop this expenditure of Rs. 1 crore a year unnecessary; they are only intervening and are not facilitating the work of the people.

The second thing is about curtailing expenditure. Every year when the Railway Minister comes out with his budget, he always proposes an increase in freights and fares, and he does not find any other means to find the revenue. He does this as if the only way to meet the losses is to tax the people as much as he can. He never finds a way to decrease the expenditure in the Railways themselves. There is this superfluous staff in Railways. I say, there are a number of things by which he can curtail the expenditure and one way is this: have one Guard for a train of 20 coaches. Still they are engaging one special conductor for every coach; for the first class coach, there is one conductor of the rank of Guard; there is one special conductor for the ACC coach. For one coach they have one conductor; but for 20 coaches, there is only one guard. I do not know how the guard is expected to cope up with his work. Formerly, there were only two guards; one was helping the passengers and the other was managing the train work; but now they have engaged only one guard but one conductor for the third class coach and one conductor for the air-conditioned coach. I wish to ask the railways whether they cannot do away with this kind of thing? Can they not manage with just an attendant for the coaches and two guards for the trains, one to manage the train work and the other to manage the work of the passengers?

They never look to the conveniences of the third class passengers. There is no water for them and there is no accommodation for them. The people are always complaining, but there is nobody to look to their difficulties and grievances. Nowadays, the people consider it a luxury to have a conductor in the first class or air-conditioned coach. I think the sooner they are removed from those coaches, the better it would be.

While Government have revised the pay scales of the class III employees and other people have derived the benefit of those scales, the guards have not been benefited by them. The guards carry a very great responsibility on themselves, namely that of taking the train to the destination and looking to the convenience and security of the travelling public, but the guards are never cared for. There has been no revision of their grades till now. So far as the responsibilities are concerned, the duties of the conductors from the commercial departments have been imposed on them but so far as the grades are concerned, the guards have not been looked after well. The guards of the permanent grade are really decaying in old grades that have been in force for the last twenty years. There are only three grades for the guards. Usually, a guard has to spend 20 years in the goods train; after 20 years, a few of them, perhaps one per cent get a chance to go to the B grade or become a passenger train guard, and only those who are very lucky get a chance to reach the grade of mail train or express train guards. So, I would urge that the grades of the guards should be revised. Their allowances, also I would submit, have not been up to the mark considering the work that has been entrusted to them which is far greater than that of the conductors. While the conductor may get Rs. 5 a day the guards who are attending to the passenger facilities and security get only Rs. 2 or Rs. 2.50. So I would submit that their allowances also should be increased.

It is now more than twenty years since Government took over the management of the railways. The people have been demanding increased coaches for third class passengers. Even now, in Gujarat, on the Western Railway, the people have to travel on the roofs of coaches. How long have they to travel on the roofs? The railways say that they are constructing many new coaches. Where are those coaches? Why are they not attached to the trains so that the third class passengers could travel

[Shri Ramchandra J. Amin]

more comfortably? At present, a number of people are obliged to travel at the cost of their lives on the roofs of the coaches. This should be mended as early as possible.

Another thing that I would like to bring to the notice of the hon. Minister is this. I know that there are ways in which they can cut down their expenditure. For instance, I might mention that when we travel from Delhi to Ahmedabad, we see a number of rails lying idle by the side of the track, and I find that they have been lying there for a number of years. I think that if these rails could be used, they would be enough to have a double line on many of the routes all over India. I would like to know why the railways could not sell them away if really they are not needed. Why should they keep idle crores of rupees worth of rails? If the rails are allowed to remain idle in this manner, the chances are that they might get stolen, and sometimes they are lost. Government can realise crores of rupees by selling them if they are not useful to them at present. I hope the Railway Minister will take note of this thing also.

They can decrease the expenditure by doing away with special coaches for the officers who travel by special coaches now. If the Minister can travel by first-class or air-conditioned class, why not the officers? Why should special reserve coaches be attached to trains to carry these officers? By doing away with these special coaches, we can decrease the load in the train. The class of passengers who give the maximum revenue to the railways is the third-class passengers. But they are the people who are the real sufferers from the management of the railways at present.

The third suggestion I would make is that if they are not able to cut down the losses, the railway should be handed over to private companies. They will run the railways without any loss. Nobody undertakes the running of any commercial concern without making a profit. The railways are a commercial concern; they are not running an administrative department. It is a commercial concern which has to yield a profit. When companies and other commercial concerns are earning profit and declaring dividend, why should the railways run at a loss? Why should the loss increase from Rs. 22 crores to Rs. 37 crores? This matter should be attended to and necessary action taken.

I hope all the points I have made, specially the one concerning the opening of flag stations, will be looked into as important matters, and not thrown away as minor matters, and better facilities offered to the travelling public.

SHRIMATI UMA ROY (Malda): Although I am convinced that there are strong reasons for increase in the railways' expenditure, I am not sure if considerable increase in revenue could not be effected by introducing more intensive anti-corruption measures to eradicate corruption among those railway employees who are entrusted with the job of checking ticketless travelling and carrying of freight-chargeable luggages by passengers without paying the scheduled freight.

It cannot be denied that an element of serious competition has been slowly but surely coming in with the very rapid development of other alternative transport systems, namely, road transport and air transport. The travelling public seriously consider, among other factors, speed, and with the development of road transport in the form of long-distance buses and inter-state goods traffic by the road transport systems, the railways have got to face a serious competition. If the railways depend for earnings only on increase in freight charge and railway fare, the anticipated revenue may not be available.

I suggest that considering these aspects of the matter, the administration tightens up the machinery of checking unauthorised travelling and movement of goods. I am sure if really serious and sustained efforts are made in this regard, there would be quite considerable earnings to combat the increase in the working expenses.

The drive for economy should not be at the cost of public utility, because

apart from their commercial character, the railways represent a very important and essential public utility service. Therefore, closure of the so-called uneconomic lines with the expectation of curtailing expenditure is not at all advisable. In my constituency, in the Malda-Singabad section of the NFR, such a decision in regard to closure will very bodly affect the travelling public. This stretch of the railway line covering a distance of about 30 km. is a portion of the erstwhile Malda-Godagarighat section (now in East Pakistan). A run of just 30 km. may not be economic but considerations other than economic should sometimes be the determining factor. Apart from giving redress to the members of the public and small traders, continuance of this section is of paramount importance from the point of view of the defence of our border with Pakistan.

MR. DEPUTY-SPEAKER : The hon. Member may resume her speech after the lunch recess.

13 HRS.

The Lok Sabha adjourned for Lunch till Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at five minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

RAILWAY BUDGET—GENERAL DISCUSSION—*contd.*

श्री हुकम चन्द कछवाय (उज्जैन) : उपाध्यक्ष महोदय, मैं आप की व्यवस्था चाहता हूं घंटी बजते पांच मिनट हो गये लेकिन कोरम नहीं हुआ ......

उपाध्यक्ष महोदय : अब कोरम हो गया है।

श्री हुकम चन्द कछवाय : इस तरह से आये दिन पांच मिनट तक घंटी बजती रहे और तब जाकर कोरम हो यह कहां तक उचित है? अब या तो यह लंच आवर समाप्त किया जाय या यहां पर आवश्यक सदस्यों की उपस्थिति की व्यवस्था की जाय ताकि यह रोजाना कोरम के अभाव के कारण समय बर्बाद न हुआ करे।

MR. DEPUTY-SPEAKER : This matter has been raised several times.

SHRIMATI UMA ROY: In case of emergency, if there is necessity of moving men and materials to the border, this small line to which I have referred may prove as much important as a small needle in the fabrication of a huge tent.

The district of West Dinajpur in West Bengal is not directly connected with the rest of the country by railways. After partition of the country, the facilities of direct rail link between Calcutta and West Dinajpur were lost. The district has got a very vast border, perhaps the longest in the State, with Pakistan. While we do not have facilities to move our men and defence materials in case of emergency, Pakistan, which inherited the railways existing since before the partition, has got the strategic advantage of the railways, running along almost the entire Pakistan border with the district of West Dinajpur. The district has assumed special importance as one of the few surplus rice producing districts of West Bengal. There are more than 20 large rice mills producing huge quantities of rice which cannot be economically transported by the road transport system.

A survey was undertaken a few years ago and it was proved that the construction of a railway line connecting Hili and Balurghat of West Dinajpur District with old Malda Railway Station would be remunerative.

From the point of view of strategic considerations and also from the point of view of aiding local trade, the construction of the railway line connecting Hili with either Eklakkhi or Old Malda Railway Station of the Northeast Frontier Railway is thus considered indispensable and it would not be an uneconomic venture as the line will certainly prove to be remunerative. If not for anything else, at least for possible defence needs, the matter should be given a priority consideration.

It cannot be gainsaid that the railways are suffering from huge losses due to pilferage of railway properties and also of railway rolling stock. It would be

[Shrimati Uma Roy]

seen from the budget that in place of Rs. 10,60,62,000 actual during the financial year 1966-67 and the revised estimate of Rs. 12,36,71,000 during the financial year 1967-68, a demand for an amount of Rs. 12,75,23,000 has been made in the present budget for security organisation. Thus, it is seen that the railways propose to increase expenditure for security organisation by more than Rs. 2 crores in the course of two financial years. It would be reasonable to expect that the taxpayer gets his return from the extra expenditure. If, in spite of excess expenditure to the tune of Rs. 2½ crores, it is seen that the railways continue to suffer loss on account of pilferage and theft of railway properties and rolling stock, such expenditure cannot be supported.

I would conclude by pointing out the serious inequitous treatment meted out to the travelling public in certain sections of the railways. For example, in certain sections of the N.F.R. and E.R., amenities provided to the passengers are deplorable, in sharp contrast to those provided in other sections of other railway zones. Arrangements for sanitation are primitive and are not properly looked after. In composite corridor system of upper class accommodation, even attendants are not provided, and this causes not only inconvenience to the passengers, but sometimes leads to theft of electric bulbs and wires from the running trains. I would like to point out that when the burden of paying fares is equal on the entire travelling public in the country, conveniences and amenities also should be equally shared. I would stress that this principle should apply to all classes of the travelling public.

The Bandel-Katwa section of the Eastern Railway should be immediately brought under the Railway Electrification Project. The lines in this section should be doubled. Before electrification there should be some temporary measure for reducing the running time. Diesel locomotives may be used for this purpose.

Sir, I think that the top heavy railway administration must be reformed. Therefore, the Railway Board must be replaced by a Committee consisting of the General Managers of all the railways with the Railway Minister as the Chairman.

SHRI S. KUNDU (Balasore): Mr. Deputy-Speaker, Sir, the budget that has been presented by the Railway Minister is a serious challenge to planning and also to the concept of public sector undertakings. We thought that the Railway Minister, looking at the present economic conditions of the people, will not tax the poor people to the extent of Rs. 27 crores. But we find that the Finance Minister has decided to tax our poor people right from chocolate to beedi and biscuits and also the Railway Minister has decided to tax these common men, which I would call a direct tax, to the tune of Rs. 27 crores.

I feel there is a conspiracy between these two Ministers to exploit our poor people. One of the characteristics of this public sector undertaking would be this: if suffering is felt by the poor people, if there is a tear in the eye of the poor people travelling in the trains, the agony must be felt by the Railway Minister here, but, on the contrary, when there is suffering and when there are tears, all the pleasures are with the Railway Minister. That is a most lamentable aspect of the railway budget.

In the railway budget the Railway Minister has said that he is trying to make Rs. 8 crores which represents an increase in the third class passenger rates. But it is not Rs. 8 crores; to me, it would be about Rs. 15 crores, if we include the increase in the rate of III class sleeping accommodation and also a portion of money that the railways will get from the increase in goods traffic, because the poor, low-income group people also book their goods, it will be found that poor and middle class people are taxed to the extent of about Rs. 15 crores. And an increase in these rates which I call a direct tax, will be paid by about 230 millions of people who use these trains for travel and other purposes.

If you analyse the freight structure, Sir, you will find in 1964-65, Rs. 175.79 crores, in 1965-66, Rs. 192.66, in 1966-67, Rs. 203.28 crores were paid by the third-class passengers. On the other

hand, you will find that only between Rs. 25 to Rs. 27 crores were paid by all the upper-class passengers during these years. About 90 per cent of this huge freight is being paid by the millions of poor people, whereas the corresponding benefit has not been given to them. It is a disappointing feature to find that in the budget speech of the Minister, no mention has been made about the amenities given to the third-class passengers travelling short distances. Last time, the hon. Minister would remember that I asked him that he should travel in the third class to understand the suffering and agony of the third-class passengers. But he has not travelled in the third class.

SHRI SONAVANE (Pandharpur): He has travelled several times.

SHRI S. KUNDU: The Prime Minister of Sweden travels in a bus sometimes, and he also travels in the second class. But the Railway Minister, especially when the railways are nurtured by about 300 millions of our humble and poor people, has not cared to travel within the last one year in the third class, to know the agony and suffering of the poor passengers.

SHRI C. M. POONACHA: I am sorry, you do not know the correct facts.

SHRI S. KUNDU: That is my impression. You have not mentioned anything about it in your speech. Now, the Railway Ministry has given statistics and has pointed out that our railway fares are the lowest in the world. This is a misleading statement. It depends upon the capacity of the people to pay. The *per capita* income in India is the lowest in the world. During the last two years, it has decreased instead of increasing. In 1964-65 it was Rs. 317.0 and now it is Rs. 298.3. With this shocking revelation, how can the Railway Board say that the Indian Railway gives the cheapest service? This is misleading and the minister is liable to answer the House for having misled it.

In para 22 of his speech, the minister says:

"...I shall continue to press the Railway Administration to achieve further economies in all directions. The ban on the recruitment of staff to administrative offices will continue and recruitment of additional staff will be permitted only to the extent absolutely necessary."

This statement is self defeated when he comes to para 23 where he says:

"....the setting up of a Marketing and Sales organisation in each zonal railway in recent months, will I am hoping, turn out to be fruitful."

If the setting up of this organisation was so desirable, it could have been set up by employing the surplus staff in other departments. It is too late in the day to set up a markets research organisation. Due to your laxity in financial control and bureaucratic approach, you have lost the goods traffic to road transport. Six States have decided to permit 1,000 trucks to ply on a reciprocal basis between them. You are bound to lose 25 per cent of your high-rated goods traffic by 1970-71. I am happy that truck transport has advanced, because at least it will wake up the railway officers from their deep slumber and force to change their bureaucratic approach. If you want to develop the market, you have to go to the people with a spirit of service. But the attitude of the railways is as if they are doing some favour to the people and not that they want to earn money. This attitude has to be changed.

The staff on the railways has increased and not decreased. The number of low-paid employees per million train kilometre has gone down from 3,422 in 1946-47 to 2,830 in 1965-66. But at the same time, the number of gazetted officers has gone up by about 300 per cent. Mr. Poonacha knows that every Railway Board member is assisted by another Additional Member, every General Manager is assisted by a Senior Deputy General Manager, whose functions are not defined and so on. Go to the Northern Railway or the Southern Railway and you will find a minimum 300 per cent increase in the officers. In 1947 the Madurai division had 20 officers. Now there are about 70 gazetted officers. There are any number of en-

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gineers; one cannot count them. The cost on the staff also has increased disproportionately from Rs. 276 crores in 1964-65 to Rs. 338.43 crores in 1966-67. Alarming rise in expenditure, pilferage, loss and wastage of fuel—all these things make the railways a complete mess. Where has the economy been observed? If economy was observed, the minister would not have had to come to this House taxing the people to the tune of Rs. 27 crores.

The Railway Minister knows about the position of stores. Some hon. Members have already referred to it. Why should there be, in the Indian Railways, so much capital, to the tune of Rs. 140 crores, by way of stores, be locked up, when nearly 95 per cent of the railway products are made from indigenous materials? Most of the required stores could be had from anywhere in India at short notice, at even one month's notice. This capital, if it is discharged, could be ploughed back into the present, a sort of, depressing economy. Also, enormous amounts of scrap are lying idle in the railway godowns. If they are sold in the market they can earn lakhs of rupees. But the Railway Minister has not come forward to do that, he has only come forward with proposals to tax the people and get money out of them. This, to my mind, is a shocking thing.

There is the question of corruption. Many hon. Members have pointed out that in the Railways it is full of corruption, rather it is a den of corruption. Some have referred to the workers. I do not say that the workers at the bottom are free and only the topmost officers are corrupt. But wherever there has been corruption, one officer has tried to shield the other. If a poor worker is corrupt you should catch him and punish him also. You should also catch and punish those who shield him. You should start from the top and not from the bottom. There was a Corruption Inquiry Committee. It has made a lot of recommendations which the Railway Administration has not accepted. It would be a revelation if I read what this Corruption Inquiry Committee of 1953-55 has said on page 22 of its report. It is very interesting. It says:

"At an important station we asked a railway employee, who gave his evidence before us, as to what would be the extra income of the Station Superintendent. His reply was: 'not less than Rs. 5,000 per month'. This I am telling you from my personal experience. The Station Superintendent has no motor car, but now, if he wants cars at the station, he can get them in the twinkling of an eye."

This corruption is there from top to bottom. In his speech the Minister has not said how many corrupt officers he has been able to book. This Committee had given some sort of a suggestion to bring in some legal reform. They wanted to see that the provisions of the Anti-Corruption Act was brought within the ambit of the Railways Act. They wanted that Section 137 of the Railway Act should be amended so as to include railway officers as "public servant" so that they come under the offence given in the Anti-Corruption Act. That has not been done. It had also a recommended that you set up one administrative tribunal with somebody from outside, a retired High Court Judge or somebody, to look into the grievances of the employees, of complaints and cases of corruption. What happens is if one officer indulges in corruption another officer shields him and it is always seen that the appeals preferred by the poor people concerned are kept pending for years and years together. Therefore, you should accept the suggestion of the Committee. You should appoint a retired High Court Judge or some-officer and ask him to hear only appeals in regard to service, complaint and corruption cases. This will at least give a feeling among the neglected section of the workers that their cases are being heard. Now, as I said, such cases are pending for years and years together. But it came to the Railway Minister in most cases it says they have been heard and dismissed. This is indeed a very shocking experience for the low paid employees. If these poor workers, these low-paid employees of the Railways who constitute 90 per cent of the railway employees, feel that their grievances are not being heard, their cases are being neglected, there will not be any coope-

rative endeavour on their part to make a proper public sector. This is a type of public sector which is spread throughout India. This is the line of communication which brings people of different communities together. I would, therefore, request Shri Poonacha to make this public undertaking a model one, a symbol, where the workers participate in its operations with great passion and a national feeling. Now there is no sense of participation among the workers. They feel that they are just small cogs in the wheel of the bureaucracy which is running the railway administration. Why should there be gazetted officers in the raiways? It is a legacy of the imperial order which should have been wiped out the moment the British left. Why should they have this in-built security, this comfort, the luxury of the saloon and the old imperial mental outlook, which has not changed at all? Why could you not abolish completely the different grades? Between the humblest and lowest on the one end and the highest at the other end why could you not have only, say, lowest pay at Rs. 200 to 250 and ending with Rs. 1,500 for the highest paid? Also, they should not much have different type of living accommodation. Today, some officers live in 3 acres of land and houses and travel in a 16-wheel saloon car while a gangman—60 per cent of your employees in the railways about 3 lakhs workers who belong to two category—does not get even a rain coat, a reasonable TA and 20 such families live in six quarters in the worst conditions possible. Then, how can you expect such a worker in the railways to feel a sense of participation in the public sector undertaking?

Only the other day, the Railway Minister was lamenting that the people are burning railway property, which is a national property. I am shocked to find that the railway property is being burnt. But what has the railway administration done to instil in the people the feeling that the Railways belong to the nation, the people? Did they ever try to educate the workers and the public at large that it is not the property of the Railway Board or the Railway Minister but it is the property of the nation? No, nothing has been done in this direction.

SHRI SONAVANE: When they on that side instigate the people to burn railway property, what can the Railway Minister do?

SHRI S. KUNDU: Now I come to accidents. Somebody was jocularly remarking that once you purchase a ticket and get into a train you cannot be sure whether you will arrive safely at the other station. According to the railways, the number of accidents was 6,373 in 1965-66 and 6,342 in 1966-67. Out of these, accidents due to mechanical defects were 3,463 in 1965-66 and 3,449 in 1966-67. What does it show? If there is some human failure in a certain level-crossing and as a result there is an accident and some people get killed, one can understand it. But I find that more than 50 per cent of the accidents are due to mechanical defects. Then, could we not reasonably hold the engineering staff, the Railway Board and the Railway Minister responsible for their wilful negligence because of which these accidents have occurred? I hope the Railway Minister will look into this.

Here I want to refer to a report entitled *Public Sector Undertakings* by the Administrative Reforms Commission. Though this Report has not touched on the Railway Administration, since about Rs. 3,256 crores are invested in this venture of which yearly about Rs. 230 crores come from the people as passenger fare, I would like to draw the attention of the Minister to the preface of this Report, where it is stated:

> "Public undertakings have to work on business principles and employees therein must depend on merit, and not on inbuilt security. At the same time, the promotional prospects must be such as to facilitate the lowest employee to rise to the highest position, if he has the requisite qualifications and ability."

I hope Shri Poonacha will look into these few lines. Now the entire railway administration has inbuilt security. The General Manager knows or thinks that

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he will retire as the Chairman of the Railway Board and that nobody can remove him. Shri Poonacha may go away but the General Manager is bound to become the Chairman of the Railway Board. If necessary, he will see to it that Shri Poonacha is made to resign so that he can reach his goal. This is their concept of work which has no relevance to ability and quality. That has to be changed. They must be made to feel that the railways have to function as a public utility and commercial organisation, and that they should respond to the feelings and desires of the public. Now, one has to be a Member of Parliament to get that costly smile from the railway administration. But, if you are an ordinary citizen, they will just ignore you and your suggestions.

Here the Railway Minister has started that he has taken steps to "nurse traffic". I know that the traffic is not nursed but coerced. But it is not the fault of Shri Poonacha. It is a legacy of imperial order of the British time which is continuing and he is a sad victim of it. That mentality or psychology has to go. Now Shri Poonacha is just like a poor Headmaster. The pupils say that he is a very good headmaster and the headmaster also feels that his pupils are very good.

So, there is some sort of a mutual understanding—rather I should say, a mutual admiration society—between the officers and the Railway Minister has developed which should be broken. It should be reconstituted on a pattern that everybody feels that it is national property. Therefore I would ask why Shri Poonacha should not bring forward a legislation whereby he will make it a model public undertaking and where the workers and users would be real partners in this national undertaking. Why not constitute a satutory board where the workers' representatives, the Ministers, the representative of the users and the officials, etc. will constitute the supreme council which would decide all the policy and the working of the railways? Can Shri Poonacha do it? Shri Poonacha cannot do it because there are various inhibiting circumstances. First of all, the Congress Party, which says it believes in democratic socialism, does not practise it. That is the greatest hindrance which will come in the way of Shri Poonacha.

I will bring to your notice the colossal loss which the railway administration is sustaining. According to the Audit Report, 1966 (page 42)—I will just draw Shri Poonacha's attention to it—

> "The total amount of losses adjusted during the year was Rs. 244.12 lakhs which was the highest during the last five years as shown below :—".

In 1960-61 the amount of loss was Rs. 64 lakhs and in 1964-65 it was Rs. 2 crores and 44 lakhs.

Then, Rs. 160 crores worth of fuel is consumed. There is a lot of theft and pilferage in coal. They do not have a fuel policy. I would request Shri Poonacha to set up a national commission on fuel to decide how the process of electrification and dieselisation should take place. What will happen to the big workshops which are now working on engine driven by charcoal What will happen to its employees? Shri Poonacha should think about this; otherwise, immediately there will be artificial surpluses which will precipitate a chaos and they will start dismissing the workers.

I will just say a word about the workers and finish my speech. The Joint Consultative machinery, which is supposed to be a supreme body has just become a chattering body. You go there, take tea and come back. Nothing is done there. The Joint Consultative machinery had decided to increase TA by 25 per cent on 6th November, 1961, but so far it has not been implemented. The Joint Consultative machinery decided that 25 per cent of the Class IV employees will be promoted to Class III in November 1966 but it has not been implemented. This is a farce. We ask some of the workers' representatives to go there, to have nice chat with Shri Poonacha and the young Minister, Shri Parimal Ghosh who says, "Yes, it will be done"; but it is never done.

Kindly go and see the condition of the workers, the gangmen. In what

horrible condition they live! There is no water, no electricity in their quarters. 20 families live in about 5 or 6 quarters. Please go and see their condition. They are 3 lakhs of your people. The guards, who actually run the trains, have a pay scale which is less than that of the lower division clerks of your department. Then, you have not considered the ticket checking staff, who run the trains, as running staff and you do not give them the running allowance. The same is the case with the train controlling staff. They number about 2,400. Their just demands are also neglected. Shri Poonacha would kindly see all these things.

Last time, Shri Poonacha would remember, I said that in the name of public undertaking this railway was ploughing back every year lot of money for developmental purposes. I said that if our planning has to be sustained, regional imbalance has to go. Therefore, I demanded that a commission has to be set up to study the diversification of resources on account of the railways. I come from the State of Orissa where, I know, less amount of this money has been spent on the development of railway lines. Could I give you some figures? It will be interesting to know that there are 13.9 miles for 1,000 sq. miles of population and area whereas an all-India average is 27.3 miles for 1,000 sq. miles of population and area. This, I should say, is a colossal neglect to the people of the backward areas. I have no grouse against the developed States. I plead the case of Madras, Andhra, Assam and Orissa where, I say, more railway lines should go. In that connection, I must also thank Mr. Poonacha who, last time, agreed to lay a railway line from Cuttack to Paradeep Port. It is not that it was a help to Orissa but it was a help to the national economy as a whole.

MR. DEPUTY-SPEAKER : Now he should conclude.

SHRI S. KUNDU : Just a minute.

I just want to bring to his notice one thing more. There has been persistent demand to have the line from Bimlagarh to Talcher and I am sorry to find that even for survey he has not allotted any money. The survey made was very outdated. I request him to take it up. It has nothing to do with Orissa. It is in the national interest that this line be laid. I would also request him to see that in the mining areas of Koraput and Keonjhar, some railway links are extended which will increase the output of the mineral ores. He should look into that also.

MR. DEPUTY-SPEAKER : That is all. He will look into every aspect of it.

SHRI S. KUNDU : Just another thing....

MR. DEPUTY-SPEAKER : No more; you can talk to him later.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI R. L. CHATURVEDI) : Mr. Deputy-Speaker, Sir, we have had a very instructive and useful debate since the 28th of last month and a good number of hon. Members have given very useful suggestions.

The first point that I would like to deal with is on which almost all the Members have spoken with one voice about uneconomic railway lines. The hon. Members, Mr. Lobo Prabhu, Mr. Mayavan, Mr. K. N. Pandey, Shrimati Jayaben Shah, Mr. George Fernandes and Mr. Sonavane have desired that uneconomic lines, as proposed, should not be dismantled. In this connection, I would like to submit that the hon. Minister, Shri Poonacha, has made this point abundantly clear that there is no hurry on the part of the Railways to dismantle these lines and that it is only a proposal, a problem, how to run these lines which are giving so much loss to the Railways. The proper course which we have taken is that we have written to all the State Chief Ministers in whose States these lines lie asking for their opinion and their advice. We have also suggested that we will pay something for the development of roads. Now, we are awaiting their opinion and I can assure the House that we will not take any action

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in hurry and that we will give due consideration to the wishes expressed by the hon. Members here. We, certainly take note of the fact that from all corners, from every section, of the House there seems to be a unanimity on this point and we will give full consideration to this view of the hon. Members.

Then there has been some criticism about the Railway Board also. .(*Interruptions*).

SHRI S. KANDAPPAN (Mettur) : Let us dismantle it first.

SHRI R. L. CHATURVEDI : Mr. Sonavane and some members went to the extent of saying that it should be scrapped. But Mr. Lobo Probhu has gone one step further. He has suggested interpolation of a secretariat between the Minister and the technocrats of the Railway Board. Sir, the present organisation was introduced by a special legislation in 1905 and has stood the test of time. The introduction of another administrative layer would mean an extra expenditure and a more infructuous work and expenditure. I do not think that the suggestion made by such a senior Member and an experienced administrator like Mr. Lobo Prabhu that there should be another layer in between the Minister and the Railway Board, is practicable or feasible in any way...

AN HON. MEMBER : It should be examined.

SHRI R. L. CHATURVEDI : The hon. Member suggests that it should be examined. But obviously this is a point on which, I am sorry to say that I disagree firmly with Mr. Lobo Prabhu. This is not at all practicable.

Mr. Sonavane and other friends have also. .(*Interruptions*).

SHRI S. M. BANERJEE (Kanpur) : Mr. Sonavane is not present. His name should not be mentioned.

SHRI R. L. CHATURVEDI : It was mentioned because this is a new point. It was only Mr. Lobo Prabhu who brought up this point and none else... (*Interruptions*).

Then, Mr. Lobo Prabhu made certain very good and constructive suggestions. We cannot deny that. One suggestion that he made was that the Railway budget should follow the General Budget. In this connection I have to say that this suggestion is not practicable as the Railways' cash requirements and capital expenditure have to form part of the General Budget and the net financial results of the working of Railways affect the general ways and means position of Government. It is not possible to accept this suggestion that the Railway Budget should follow the General Budget.

Another suggestion that was made by him was that the facility of PTOs and passes given to the railway employees should be withdrawn. I do not think that this is a considered suggestion. It is not possible to withdraw the facility which we are already giving to our employees. To say that economy would be effected or to suggest that economy should be effected by withdrawing this facility to our employees is not correct. ..(*Interruptions*).

Further, it has been said that the new measures adopted by the Railways for speeding up their services and introducing the container system have not been effective. It is too premature to say that these steps are ineffective. Measures like container service, dieselised goods and express trains and marketing and sales organisations were introduced only recently and they have yet to make their impact.

Then he also referred to a newspaper report. There was a mention by Mr. Lobo Prabhu to a newspaper report that the Chairman of the Railway Board had installed an inter-communication system at a cost of Rs. 2.50 lakhs. The actual cost of the intercommunication system was only about one-ninth of this figure, that is, Rs. 29,000 only. The equipment used is indigenous and no foreign exchange was involved in its purchase or installation.

Shri Baswant from Maharashtra has suggested the construction of the Diva-Tarapore railway line. I may mention that I had met the Chief Minister of Bombay in January, and he had made a request that the Railway Board should examine the new alignment. So, I can

assure the hon. Member that we are giving our fullest consideration to it and that a decision will be taken soon. Already, the two alignments suggested by the Maharashtra Government have been examined. But now the latest suggestion has come in regard to the alignment linking the Central and Western railways. This will also be considered.

Shri Suraj Bhan had referred to the Delhi-Karnal section and said that it should be doubled. In this connection, I have to say that of the 123 k.m. long section between Delhi and Karnal, only 3 k.m. between Delhi and Subzimandi is already double-track; the remaining single-line section between Subzimandi and Karnal has sufficient capacity to handle the traffic obtaining at present. The Delhi-Karnal-Ambala route is predominantly used for passenger traffic and the freight traffic is passed on to the Delhi-Saharanpur and Delhi-Bhatinda sections. The survey for doubling the line between Subzimandi and Sonepat is in progress. The works considered necessary to further augment the capacity will be planned in future years.

There was a suggestion that there should be a separate pay commission for the railway employees. The railways being a part of the Central Government, it is not possible to set up a separate pay commission for railwaymen only...

SHRI S. M. BANERJEE (Kanpur) : Wage board.

SHRI R. L. CHATURVEDI :...in view of the repercussions that it would have on the Central Government employees. If and when a pay commission is set up for the Central Government employees as a whole, the case of the railway employees also will receive due consideration.

Shri K. N. Tiwary has made very useful suggestions and we are thankful to him, and I am sure that all the suggestions by hon. Members including my hon. friend Shri K. N. Tiwary will receive utmost consideration from us. His first point was the restoration of the dismantled line between Bagha and Chitaunighat. In this connection, I have to submit that this line cannot be easily restored because there are obvious difficulties about a bridge.

We quite appreciate the necessity of a line and bridge also there. But the course of the river is such that we do not know the exact region through which it will flow. As soon as this thing is solved, we will certainly consider the construction of the bridge (*Interruptions*). This is not in our hands. Shri Pande and Shri Tiwary both pressed this point. We entirely agree with the feelings and the genuineness of the demand of the hon. Members. But the course of the river is unpredictable. A bridge is already there; some part of it is washed away. This is beyond our control. But I can assure the hon. Member that whatever is possible would be done...

AN HON. MEMBER At the earliest.

SHRI R. L. CHATURVEDI : That I cannot say. I have to see.

AN HON. MEMBER : What about the Dhanushkodi line ?

SHRI R. L. CHATURVEDI : As regards theft and pilferage, Shri Tiwary mentioned that in Mogalsarai theft of property worth a lakh of rupees takes place every day and that it has become a criminal area. He has also given very useful suggestions to meet this growing menace of thefts, burglaries etc.

As regards the RPF, he has suggested that better facilities should be given to them, particularly the class IV personnel, the *Rakshaks*. He has suggested better warm clothing and better staff quarters like barracks. Shri Tiwary is one of the important members of the high power Committee which is in the process of finalising its report on the RPF. The suggestions he has made here will naturally be taken note of, but we certainly are awaiting the report of the Shah Committee. Until then, we cannot take any important measure in that direction.

I am glad the hon. Member has appreciated our dog squad system attached to the RPF. He has suggested that a training centre for dog squads

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should be established at each zonal headquarters or each zonal railway. This is a compliment that the hon. Members has paid to the usefulness of the squad.

SHRI KANWAR LAL GUPTA (Delhi Sadar) : There should be a dog in every office !

SHRI R. L. CHATURVEDI : That is how the hon. Member views things. Here the point made is whether the dog squad is or is not working satisfactorily. On this point, the hon. Member Shri Tiwary has given an opinion that it is doing very well, and suggested that there should be a training centre in each railway. We make a note of that. After we receive the report of the Shantilal Shah Committee, we will take the necessary action.

Shri Tiwary also felt that there should be discipline among the railway staff and proper and good co-operation between the railways or elsewhere is one of public. I agree with him; the problem in the railway or elsewhere is one of public co-operation. Everybody knows that there are thefts, ticketless travelling and pilferage in the railways and everybody is anxious to find some way to stop these things. I quite appreciate his reference to these problems. These are national problems and the railways could not stop these things unilaterally; if it is expected of the railways to solve these problems by their action only, it is well nigh impossible.

SHRI SONAVANE : Thefts do not take place in the presence of the public. How can public co-operation stop it ?

DR. MAHADEVA PRASAD (Maharajganj) : What machinery have you devised to get public co-operation in all these fields ?

SHRI R. L. CHATURVEDI : These are the problems which are posed. Everybody should know what the railways can do. From our side, I can say that any suggestion that you give will be taken due note of and we shall do whatever is possible. Tiwary referred to this point and I am putting forward the point of view of the Railways so that other Hon. Members who speak on the Demands for grants can put forward some useful suggestions for enlisting public co-operation. It is absolutely in a non-partisan spirit that I say that a solution should be found. This is a problem which all of us have to face.

15 HRS.

I am glad that Mr. Tiwary did not agree with Mr. Lobo Prabhu about the interpolation of another cadre. Mr. Tiwary also felt that the doctors should be happy and should not feel inferior to the engineers. I do not know how he got this impression. If there is any specific case or any specific suggestion, he may kindly pass it on us and we shall look into it. He wanted sheds to be constructed at Bagaha and Adapur and a half station to be provided at Bhitharwa. We shall consider these points. I can assure the Hon. Member that if possible I shall visit these sections because it is a border area and I shall myself see what can be done.

Mr. Mayavan is against the surcharge levied on sleepers and he said that the most affected persons by this will be the southerners; he says : by virtue of the capital of India being in the northernmost part, people from the south coming for interview will have to pay Rs. 8 more in the case of Tamilians and Rs. 12 more in the case of Keralites. With due apology to the Hon. Member, the way it has been put does not look well. It is correct to point out any difficulty or make any suggestion; he can say that there should not be any surcharge on sleeper coaches; many Hon. Members have said so. But he could have put it in a better way.

AN HON. MEMBER : What is your answer to his suggestion ?

SHRI R. L. CHATURVEDI : Whatever has to be said will be said by the Hon. Minister when he replies to the debate.

Mr. Mayavan has also made a suggestion for concessional railway fares to

recognised drama and dance troupes. I cannot say anything about this offhand. If there is any particular thing, we shall see that it is carefully examined... (*Interruptions.*) If there are some points that are not replied to during the course of this debate, they will be replied to in due course of time. Mr. Mayavan also referred to the change of name of Dalmiapuram to Kallakudi and said that the Railway Minister would not pave the way for another agitation. Some questions were also asked and I have also replied to them earlier. There is a procedure in such cases. When a suggestion for changing the name of a particular station is submitted, we pass it on to the Home Ministry. It must be from the State Government....(An Hon. Member : Distriction administration to the State Administration). It is the State Government and the Home Ministry which should agree. We the railways, on our part, generally try to accommodate the wishes of the people there, and the leaders, residing nearabout that area. But the point is, it is not so much in our hands as it is a question to be decided between the State Government and the Home Ministry. (*Interruption*) If that stand could be understood. I hope the remark made by the Hon. Member that it will pave the way for another agitation would not have been made. This is not a question of the railways coming in between at all. If it is the wish of the people in that area, the State Government and the Home Ministry naturally have to consult—

SHRI S. KANDAPPAN (Mettur) : That is a moot point. (*Interruption*). The name of the place was Kallakudi. Actually, a businessman went there and started a cement plant there and then gave his own name to that place. Now, we want that old name to be resumed. When the name Dalmiapuram was given to that station, was it done with the concurrence of the Home Ministry here?

SHRI R. L. CHATURVEDI : The point is.... (*Interruption*).

SHRI S. KANDAPPAN : How did you recognise it? (*Interruption*).

MR. DEPUTY-SPEAKER : He has made the suggestion.

SHRI R. L. CHATURVEDI : The Hon. Member will kindly bear with me.

SHRI S. KANDAPPAN : This is a moot point. We only want to keep the old name. These people do not understand this. The old name was Kallakudi. The businessman went there and gave it his own name. (*Interruption*).

MR. DEPUTY-SPEAKER : Order, order.

SHRI R. L. CHATURVEDI : If only the Hon. Member could hold his patience,—

SHRI S. KANDAPPAN : How did you make it Dalmiapuram, in your record?

SHRI R. L. CHATURVEDI : I quite understand and appreciate the feelings of the Hon. Member in the matter of that station being now called Dalmiapuram. What I beg to submit is only this. It has got to be appreciated. I humbly beg to submit that for the change of name, there is a set procedure. After all, the State Government is there and for any change of name, it is not only the railways that can agree and get it done.

SHRI C. CHITTYBABU (Chingleput) : Have you not received the request from the State Government? (*Interruption*).

SHRI RANDHIR SINGH (Rohtak): The hon. Minister making his maiden speech.

श्री हुकम चन्द कछवाय : क्या यहां पर कोई मन्त्री लिखा लिखाया भाषण पढ़ सकता है ? उनको अध्ययन करके यहां पर भाषण देना चाहिए ।

MR. DEPUTY-SPEAKER : As a Minister, it is his maiden performance. He was a Member of the House formerly, I know.

श्री अ० सिं० सहगल (बिलासपुर) : हमको आप से यह कहना है कि जिसको लिखना नहीं आयेगा, पढ़ना नहीं आयेगा, वह लिखकर क्या बोलेगा ?

SHRI P. VENKATASUBBAIAH (Nandyal) : I take very strong objection to the remark passed by the hon. Member. (*Interruption*).

SHRI RANDHIR SINGH : How do you allow this, Sir ?

MR. DEPUTY-SPEAKER : The remark was a threat of agitation.

SHRI S. XAVIER (Tirunelveli) : There is a reason for it. Formerly it was Kallakudi.

SHRI S. KANDAPPAN : He expressed his apprehension; it is not a threat.

SHRI S. XAVIER : He was right in expressing that apprehension. The original name of the station was Kallakudi. But after the Dalmia cement factory was established there, the station was named after him as Dalmiapuram.

MR. DEPUTY-SPEAKER : Shri Kandappan has just now explained the history of the change. It is already on record.

SHRI S. XAVIER : When the original name was Kallakudi, for changing it to Dalmiapuram, there was an agitation by the people. That is what the hon. Member says; that there should not be any more room for any agitation.

SHRI C. CHITTYBABU : For the change in name to Dalmiapuram, there was an agitation.

MR. DEPUTY-SPEAKER : Mr. Kandappan has given the history of the change and he is considering it.

SHRI S. KUNDU : My friends know that Shakespeare said, what is there in a name? The only question is, the name should not be that of a capitalist. The Minister should consider it. (*Interruptions*).

SHRI S. M. BANERJEE : In the matter of giving names to railway stations, whether it is Dalmianagar or Dalmiapuram, they start a particular factory and name that place according to their own choice. Is this going to be the policy of the Railway Ministry to name the stations? Dalmia is not a national leader. Let him explain that.

MR. DEPUTY-SPEAKER : Mr. Kandappan has explained the history of the change and the Minister is considering the matter. It should rest there.

SHRI R. L. CHATURVEDI : Mr. Biswas and Mr. Daschowdhury mentioned about the circular railway in Calcutta. In this connection, I have to mention that a survey has been undertaken for two lines—one from Dum Dum to Princep Ghat and another from Dum Dum to Ballygunj through the salt lake area. This survey is yet to be completed. A preliminary survey report has come. The final report is yet to come.

SHRI S. KUNDU : Yesterday this point was mentioned when Mr. Ghosh was not here. It was said that Mr. Ghosh announced in Calcutta that this circular railway will definitely be built in Calcutta. Now that Mr. Ghosh is present here, let him say that once the survey report is received, the circular railway is going to come up there. (*Interruptions*).

MR. DEPUTY-SPEAKER : Mr. Poonacha will cover all the remaining points when he replies. The Deputy Minister may conclude now.

SHRI R. L. CHATURVEDI : I am concluding, Sir. Shri N. N. Patel had desired the stoppage of the Gujarat Express at Bilimoria and Navsari stations. In this connection, I may inform the House that the No. 12 Up Gujarat Express is being provided stoppages at these stations in the time-table to come into force from 1-4-68. I may add that the Hon. Member from Bulsar has pointed out certain grievances and has made some suggestions. I may assure him that the points made by him will receive our greatest attention. He had also made some request to me earlier and I will look into that also.

MR. DEPUTY-SPEAKER : The Hon. Deputy Minister must try to conclude now.

SHRI R. L. CHATURVEDI : Sir, I will take only two more minutes. Shrimati Sangam Laxmi Bai....

MR. DEPUTY-SPEAKER : For saving the time of the House I would

suggest that, individual suggestions apart, only general policy matters, financial implications and labour matters may be dealt with. If the hon. Deputy Minister is going to reply to every suggestion made by hon. Members, I am afraid, I have no time.

SHRI R. L. CHATURVEDI : In the end, Sir, I conclude by saying that the suggestions made by hon. Members from every section of the House, will receive my utmost consideration. I will go a step further and say that if any hon. Member thinks that I personally have to go to a particular side or see some important thing I can assure him that I will certainly try my best to accommodate him.

SOME HON. MEMBERS *rose*—

MR. DEPUTY-SPEAKER : If there are any question hon. Members may address them to Shri Poonacha when he replies in the end.

SHRI S. M. BANERJEE : Sir, the point raised was about introduction of automation in the Railways. Is Shri Poonacha going to reply to that, because the hon. Deputy Minister has replied to all the points ?

MR. DEPUTY-SPEAKER : If he fails to reply then you can raise it.

श्री रा० स्व० विद्यार्थी (करौल बाग) : उपाध्यक्ष महोदय, इंडियन रेलवेज पब्लिक कंसर्न न होकर रेलवे बोर्ड की जागीर मात्र रह गई है । मुझे इस बात का दु:ख है कि रेलवे मंत्री महोदय बेबस हो गये हैं । वह रेलवे बोर्ड के केवल एक टियुटलर हैड हैं उनका अधिकार कुछ नहीं है । यह बात मैं पूरी जिम्मेदारी के साथ कहना चाहता हूं कि रेलवे मंत्री महोदय रेलवे बोर्ड की हिज मास्टर वाइस का काम करते हैं । रेलवे बोर्ड की जागीर यदि खत्म नहीं हुई तो रेलवेज कभी भी मुनाफा नहीं दिखा सकती हैं ।

अभी पिछले सत्र की बात है मैंने एक सवाल रेलवे मंत्री से पूछा था कि बतलाइये पाकिस्तान में हिन्दुस्तान के कितने वैगंस चोरी हो कर गये हैं ? उन्होंने इन्कार कर दिया और कहा कि कोई भी वैगन पाकिस्तान में चोरी होकर नहीं गया है । लेकिन उसी प्रश्न के सम्बध में जो जानकारी सुलभ की गई थी उससे मालूम पड़ा कि ईस्ट और वैस्ट पाकिस्तान के अन्दर हिन्दुस्तान के एक, दो और दस नहीं बल्कि दो हजार वैगंस पाकिस्तान को गये हैं । जब उनसे पूछा गया कि वह यह बतलायें कि किस जोन के ऊपर कितने रेलवे वैगंस मिसिंग हैं तो उसके जवाब में मुझे बतलाया गया कि तकरीबन दो हजार वैगंस मिसिंग हैं और वह उन जोंस से मिसिंग हैं जिनका पाकिस्तान के साथ सम्बन्ध है जो कि पाकिस्तान की सीमा तक जाती हैं ।

15.19 Hrs.

[SHRI G. S. DHILLON *in the Chair*]

जैसा मैंने पहले कहा और फिर दुहराना चाहता हूं कि रेलवे मंत्री महोदय का बजात खुद उनका अपना कुछ नहीं है वह रेलवे बोर्ड की हिज मास्टर वाएस हैं और उन्हें रेलवे बोर्ड जिस तरीके से बोलने के लिए कहता है वह वैसे ही यहां पर बोल देते हैं । इस कारण जितने आक्षेप उन पर लगाये गये हैं वह इन हालत के अन्दर उचित नहीं लगते हैं । अगर रेलवेज में वह मुनाफ़ा दिखाना चाहते हैं तो सबसे पहले वह रेलवे बोर्ड को समाप्त करें । यह थोड़ी सी चीरफाड़ से काम नहीं चलेगा इसके लिये मेजर आपरेशन की जरूरत है ।

अभी पीछे की बात है उत्तर रेलवे कर्मचारी संघ के प्रधान न रेलवे बोर्ड के चेअरमैन से टेलीफोन पर कुछ बातें करनी चाहीं लेकिन उन्होंने इन्कार कर दिया कि नहीं मैं बातचीत नहीं करूंगा । वह व्यक्ति इस पार्लियामेंट के एक माननीय सदस्य हैं । हालत यहीं तक नहीं है बल्कि जो नीचे उनके जागीरदार हैं छोटे-छोटे, उन तक भी रेलवेज के जो सारे कर्मचारी हैं उनकी रसाई नहीं है । वह उन तक नहीं पहुंच सकते हैं । यदि कोइ अपने दुख का रोना रोने के लिये उनके पास जाता हूं तो जितने आर० पी० एफ०

[श्री रा० स्व० विद्यार्थी]

के लोग हैं वह उसका घेरा डालते हैं और वह जनरल मैनजर से नहीं मिल सकता है।

बतलाया गया है कि रेलवे में घाटे के दो बड़े कारण हैं। एक तो यह कि जो गुड्स ट्रैफिक था वह ट्रांस्पोर्ट की तरह डाइवर्ट हो गया और दूसरा यह कि ऐडमिनिस्ट्रेटिव एक्सपन्डिचर बहुत ज्यादा बढ़ गया। जब रेलवे मंत्री यह मानते हैं कि गुड्स ट्रैफिक रोड्स को तरफ डाइवर्ट हो गया है तो उन्हें चाहिये था कि कम्पीटीशन के लिये कोई साधन जुटाते। लेकिन उन्होंने ऐसा नहीं किया। अगर रोड्स के साथ कम्पीटीशन करना हो तो उनको चाहिये था कि वह फ्रेट को कम करते, लेकिन उसको जगह वह फ्रेट और ज्यादा बढ़ाना चाहते हैं। रेलवे आज एक ऐसा हौज है जिसमें इन-कमिंग पानी जो होता है वह बहुत कम है। लकिन इस तरह से उसका आउटलेट कभी पूरा नहीं होगा और आज ही नहीं, हमेशा हमेशा के लिये रेलवे मंत्री महोदय साधारण जनता पर और टक्सों का बोझ लादने के लिये उपस्थित होते रहेंगे। मेरी प्रार्थना है कि उनकी जो नीति है हर साल किराया बढ़ा देने की उसको वह बदल दे। अगर उनकी यही नीति चलती रही तो इससे रेलवे का फायदा नहीं होगा।

मंत्री महोदय को चाहिये कि रेलवे ऐडमिनिस्ट्रेशन में जो कमियां हैं जिनकी वजह से घाटा होता है, उन्हें भी दूर करें। अभी बतलाया गया कि रोड ट्रांस्पोर्ट की तरफ सारा गुड्स ट्रैफिक डाइवर्ट हो रहा है। मैं पूछना चाहता हूं कि ऐसा क्यों है? क्या कभी रेलवे मंत्री महोदय ने इसको जानने का प्रयास किया है? क्या उनको मालूम नहीं है कि जब भी कोई आदमी अपना सामान बुक करने के लिये रेलवे कर्मचारी के पास जाता है तो बगैर पैसा दिये हुए उसको वैगन नहीं मिलता, और जब कहीं कोई सामान छुड़ाने जाता है तो बगैर उसकी भेंट चढ़ाये उसको सामान नहीं मिलता है। कई दफे ऐसा कह दिया जाता है कि सामान आया नहीं है जबकि सामान पड़ा रहता है और आदमी को डिमरेज देना पड़ता है। क्या रेलवे मंत्रालय ने इस का प्रयास किया कि इसको रोका जाये? केवल एक जनरल मैनेजर बढ़ा देने से या कुछ इन्स्पेक्टर बढ़ा देने से ही यह मसला हल नहीं होगा। चाहिये तो यह था कि जो असुविधा रेलवे द्वारा जनता को होती है, उसको दूर किया जाता, लेकिन इधर रेलवे मंत्री महोदय ने बिल्कुल ध्यान नहीं दिया।

दूसरी बात यह है कि जो मवेशी आदि थे पहले वह रेलवे की मोनोपोली थे क्योंकि उन के लिये और कोई साधन नहीं था उनको लाने ले जाने के लिये। मैं पूछना चाहता हूं कि वह क्यों ट्रक्स की तरफ डाइवर्ट हो गया? आज रेलवे में एक मंत्री हैं एक राज्य मंत्री हैं एक उप-मंत्री हैं। क्या उन्होंने कोई प्रयास किया कि लोगों के पास जाकर उनकी तकलीफों को मालूम करें? ऐसा कोई प्रयास नहीं हुआ। इसलिये आप कितने ही टैक्स बढ़ाते जाइये मेरा ऐसा विश्वास है कि रेलवे गुड्स ट्रैफिक में कोई भी वृद्धि नहीं हो सकती अगर आपका ढांचा इसी प्रकार का रहा। इसलिये आवश्यक है कि आप इस सारे ढांचे को देखिये और मेजर आपरेशन करके जितनी गड़बड़ी होती है उसको दूर कीजिये।

अभी करप्शन की बात बहुत कही गई। कहा गया कि करप्शन जो है उसको दूर करने का प्रयास किया जा रहा है। मैं एक छोटा सा चित्र आपके सामने रखना चाहता हूं कि किस प्रकार रेलवे मंत्री महोदय इसके लिये प्रयास करते हैं। नार्दन जोन में विजिलेंस विभाग उन्होंने कायम किया है जिससे कि वह चाहते हैं कि करप्शन दूर हो और ऐडमिनिस्ट्रेशन में जो गड़बड़ी होती है उससे लोगों की सुरक्षा हो सके। इसके इंचार्ज एक सीनयिर डिप्टी जनरल मैनेजर हैं। उनके साथ एक विजिलेंस आफिसर हैं, फिर असिस्टेंट विजिलेंस आफिसर हैं, उसके बाद एग्जिक्यूटिव इंजीनियर विजिलेंस हैं, फिर अकाउंट्स आफिसर विजिलेंस

एक जोन के अन्दर यह है। इतने लोग एक जनरल मैनेजर के नीचे । अगर जनरल मैनेजर का मामला हो तो वह लोग हस्तक्षेप नहीं कर सकते । अगर ईमानदारी से रेलवे मंत्री महोदय और रेलवे बोर्ड चाहते हैं कि करप्शन दूर हो तो विजिलेंस का काम एक ऐसे आदमी के जिम्मे लगाया जाये जो रेलवे बोर्ड के मातहत हो । अगर वह चाहते हैं कि इसमें सुधार हो तो विजिलेंस का जो काम है और करप्शन के खिलाफ जो मुहिम है उसके लिये एक अलग कमीशन कायम किया जाये जिसका रेलवे के साथ कोई सम्बन्ध न हो और वह रेलवे के बड़े से बड़े अफसर के खिलाफ जब भी चाहे कारंवाई कर सके । अगर जनरल मैनेजर और रेलवे वोर्ड चाहते हैं कि इसी तरह से विजिलेंस का काम चले तो इसमें सफलता नहीं मिलेगी और मामला और उलझता चला जायेगा ।

रेलवे गुड्स ट्रैफिक के लिये मैं मंत्री महोदय से कहना चाहता हूं कि जो भी स्टेप उन्होंने लिये हैं वह पर्याप्त नहीं हैं । उनमें कुछ नहीं होगा । उन्होंने जो आफ्टर सेल्स सर्विस टु सेलेक्टेड कस्टमर्स की बात की है उससे काम नहीं चलेगा जब तक आप उसका बहुत ज्यादा प्रचार न करें । जहां तक फूड-ग्रेन का मामला है या शुगर का मामला है, यह सारी मोनोपोली रेलवे की थी । लेकिन आज वह कस्टमर्स भी रेलवे से अपना सामान नहीं भेजना चाहते । आपका रूल है कि क्लेम 60 दिनों में मिल जायेगा लेकिन उनके क्लेम मिलने में दो-दो और तीन-तीन साल लग जाते हैं। जब तकनीकी को कुछ दिया न जाय तब तक क्लेम सेट्ल नहीं होते । इसलिये मेरी प्रार्थना है यदि आप अपने गुड्स ट्रैफिक की रिकवरी करना चाहते हैं तो कुछ ऐसा काम कीजिये जिससे लोगों को आपमें विश्वास हो, उनके मन में यह बात हो कि उनका सामान सुरक्षित ढंग से और कम समय में पहुंच जायेगा । आज दिल्ली से मद्रास आने में कम से कम तीन महीने का समय लग जाता है । कस्टमर को आज यह यकीन नहीं होता है कि इतने समय तक उसके सामान की रक्षा हो सकेगी । इसलिये आप ऐसा प्रयत्न करें कि जो सामान लोग भेजें वह जल्दी से जल्दी निश्चित समय पर पहुंच जाये और रास्ते में उसकी पूरी रक्षा हो सके । साथ ही जो क्लेम हो उनके लिये भी आप प्रयत्न करें कि निपटारा जल्दी से जल्दी हो जाये ।

अभी एकानमी की बात हुई । इस विषय में मैं आपसे कहना चाहता हूं कि कुछ लोगों ने कहा कि रेलवे में चोरी बहुत होती है, पिलफरेज बहुत है । इस सिलसिले में मोगलसराय का नाम लिया गया कि वहां पर एक लाख रुपये रोज की चोरी होती है । इसी तरह से वर्कशाप में भी चोरी बहुत होती है । इन चोरियों का सब से भयानक पहलू जो है वह यह है कि आर० पी० एफ० के लोग भी इस में सम्मिलित होते हैं जिनको आपने तायनात किया है इसलिये कि वह रेलवे पैसेन्जर्स और रेलवे गुडस की रक्षा करें । जहां पर भी चोरी होती है वहां वह चोरों के लिये पहरा देते हैं । उनकी साजिश से सामान निकल जाता है फिर खुर्दबुर्द होता है । अगर यह मान लिया जाये कि इसमें सिर्फ लोकल रेलवे कर्मचारियों का हाथ होता है, तो यह बात मेरी समझ में नहीं आती । जब भी ऐसा होता है तो उसमें जनरल मैनेजर और रेलवे के आदमियों का हिस्सा होता है । हर एक स्टेशन पर ही 10 हजार इसको और 5 हजार फलां आदमी को देने वाले लोग रहते हैं और इस तरह से काम चल रहा है । कम से कम इसको तो रोका जाना चाहिये । आप बराबर गरीब जनता पर टैक्स लगाते जा रहे हैं । लेकिन इस ओर कभी ध्यान नहीं देते । यह काम उस वक्त तक ठीक नहीं हो सकता जब तक आप रेलवे बोर्ड को समाप्त नहीं करेंगे । मंत्री महोदय तो इसके लिये कुछ कर नहीं पाते हैं क्योंकि उनके इशारों पर तो वह स्वयं चलते हैं । उनके कामों में हस्तक्षेप करने की हिम्मत उनकी नहीं पड़ती । इस बात को कहने के लिये मंत्री महोदय मुझे माफ करें ।

[श्री रा० स्व० विद्यार्थी]

रेलवे बोर्ड की एक और विशेषता है जिस की ओर आपका ध्यान मैं आकर्षित करना चाहता हूं। ऐडमिनिस्ट्रेटिव रूल्स बनाता है रेलवे बोर्ड और उसके इंटरप्रेटेशन की हालत यह है कि एक जोन में उनका कुछ इंटर-प्रेटेशन होता है और दूसरे जोन में कुछ और तीसरे में कुछ और। अगर रेलवे बोर्ड को वह क्लैरिफिकेशन के लिये भेजा जाता है तो उसमें दो-दो और तीन-तीन साल लग जाते हैं। अभी मैं एक जगह गया था। वहां पता लगा कि फायरमैन ग्रेड ए और ग्रेड बी में प्रोमोशन का जो चांस है वहां 80 प्रतिशत ग्रेड बी से प्रोमोशन होता था और 20 प्रतिशत ग्रेड ए से होता था। बहुत सी रेलवेज ऐसी हैं जहां इस रूल की पाबन्दी होती है लेकिन नार्दर्न जोन में हालत ऐसी है कि 20 परसेंट ग्रेड बी से होता है और 80 परसेंट ग्रेड ए से होता है जबकि सदर्न जोन में हालत यह है कि 80 परसेंट ग्रेड बी से होता है और 20 परसेंट ग्रेड ए से होता है। ए ग्रेड के लिए यहां जो है उसके लिए वह बिल्कुल उलट है। बजाय इसके कि तमाम रेलवेज़ को रूल्ज़ की एक ही इंटरप्रेटेशन दी जाए, रेलवे बोर्ड कनफ्यूज़ करता है। जहां जो चीज़ चल पड़ती है वही चल पड़ती है। रेलवे बोर्ड दखल देना पसन्द नहीं करता है और न ही उसके पास इस तरह के कामों के लिए इतना समय है।

रेलवे को जो घाटा सहन करना पड़ रहा है उसका एक मुख्य कारण यह बताया गया है कि महंगाई चूंकि बढ़ गई है इस वास्ते महंगाई भत्ता देना पड़ गया है जिससे खर्चा बहुत बढ़ गया है। लेकिन आप यह भी देखें कि एडमिनिस्ट्रेटिव एक्सपेंसिस भी बहुत बढ़ गए हैं। मुझे दुख के साथ कहना पड़ता है कि आप एडमिनिस्ट्रेटिव एक्सपेंडीचर की तरफ जो कि बढ़ रहा है कोई ध्यान नहीं दे रहे हैं। आप पिछले पांच साल के आंकड़े उठा कर देखें और यह बात उनसे साफ हो जाएगी। फिर एक बात और है। आपने क्लर्कों की रिक्रूटमेंट पर तो पूरी तरह से बैन लगा रखा है लेकिन अफसरों की तादाद धड़ाधड़ बढ़ती जा रही है। पांच साल पहले दिल्ली में नार्दर्न जोन के अन्दर एक जनरल मैनेजर होता था। लेकिन आज आप देखें कि एक सीनियर डिप्टी जनरल मैनेजर है, फिर डिप्टी जनरल मैनेजर है, फिर असिस्टेंट जनरल मैनेजर है और इस तरह से आफिसर्स की जो कतार है वह बढ़ती ही जाती है। अब अगर एक अफसर बढ़ता है तो उस पर जितना खर्च बैठता है उसी खर्चे में पन्द्रह बीस छोटे आदमी लग सकते हैं। इन छोटे आदमियों को आप लगाने के लिए तैयार नहीं हैं लेकिन आफिसर्स की संख्या में आप दिन-प्रति-दिन बढ़ोतरी करते जा रहे हैं। कर्मशियल क्लेम्ज़ आफिस के अन्दर यहां पर अभी डेढ़-दो साल पहले 72 पोस्ट्स खाली थीं लेकिन इकोनोमी के नाम पर उनको भरा नहीं गया। कई बार इसके बारे में लिखा गया है और बताया गया है कि क्लेम्ज़ समय पर नहीं दे सकते हैं, जनता को तकलीफ होती है लेकिन आज तक उन पोस्ट्स को भरा नहीं गया है और वे खाली पड़ी हैं लेकिन इसी बीच में आफ़िसर्स इसी जोन में भरती कर लिए गए हैं। यह जो डबल स्टैंडर्डज़ की बात है यह अच्छी बात नहीं है। मैं मानता हूं कि आपका इसमें कसूर नहीं है। लेकिन रेलवे बोर्ड के साथ आपको कुछ करना होगा।

रेलवे कर्मचारियों में आफिसर्स को छोड़ कर सब में बेचैनी फैली हुई है। कोई भी रेलवे का एडमिनिस्ट्रेशन इससे बचा हुआ नहीं है। कोई भी कर्मचारी आफिसर्स को छोड़ कर एडमिनिस्ट्रेशन से खुश नहीं है सिवाय उन चन्द आदमियों के या चन्द कर्मचारियों के जो कि आफिसर्स के साथ मिल कर उनकी बेईमानी के अन्दर सहायक होते हैं, बाकी जितना भी स्टाफ है वह सारे का सारा रेलवे एडमिनिस्ट्रेशन से बुरी तरह से बेचैन है। इसके बारे में भी आपको कुछ करना चाहिये।

अब मैं प्रोमोशन के बारे में कुछ कहना चाहता हूं। क्लास चार के जो कर्मचारी हैं

वे जीवन भर काम करते रहते हैं लेकिन उनको एक भी प्रोमोशन का चांस नहीं मिलता है । इसी तरह से क्लास तीन के जो कर्मचारी हैं उन्हें भी तमाम जीवन में एक ही स्टेप बड़ी मुश्किल से आगे मिलता है । मैं कहना चाहता हूं कि क्लास तीन और क्लास चार के जो कर्मचारी हैं उनके लिए प्रोमोशन के एवेन्यूज़ होने चाहियें । अगर उनको यह नहीं दिया जाता है तो उन में निराशा की भावना पैदा होगी और जब निराशा की भावना पैदा होती है तो आप जानते ही हैं कि आदमी ईमानदारी से और तनदेही से काम नहीं करता है । बजाय इसके कि आफिसर्स की तनख्वाह आप बढ़ाते चले जायें, उनके ग्रेड बढ़ाते चले जायें, रोजाना उनकी भरती करते चले जाएं आवश्यकता इस बात की है कि जितने निचले कर्मचारी हैं उनको आप प्रोत्साहन दें, उन्हें आप प्रोमोशन के एवेन्यूज़ दें ।

रेलवे में हज़ारों की तादाद में नहीं बल्कि लाखों की तादाद में कैज्युअल लेबर हैं । यह लेबर लगातार काम करती रहती है लेकिन हर छः महीने के बाद उसको छुट्टी दे दी जाती है और एक आध दिन का वकफा डाल कर उसको फिर बुला लिया जाता है । आप सोशलिज्म का नारा लगाते हैं । जितनी प्राइवेट कम्पनियां हैं या जितनी प्राइवेट फर्में हैं उनसे तो आप कहते हैं कि लेबर लाज़ को वे इम्प्लेमेंट करें लेकिन केन्द्रीय सरकार का यह महकमा जो है इसके ऊपर इसके बारे में कोई पाबन्दी नहीं है । छः महीने तक जो काम करता है उसको एक दिन के लिए हटा दिया जाता है और बाद में फिर बुला लिया जाता है। यह कोई ढंग की बात नहीं है । मैं मंत्री महोदय से प्रार्थना करूंगा कि ऐसे कर्मचारी जोकि छः महीने तक लगातार काम करते रहें उन्हें आप उनकी पोस्टस में परमानेंट करें उनकी पोस्टस को परमानेन्ट डिक्लेयर करें, और ऐसे लोगों को जो सहूलियतें पब्लिक सैक्टर में या प्राइवेट सैक्टर में मिलती हैं वे उन्हें भी मुहैया करें ।

आटोमेशन के बारे में अब मैं कुछ अर्ज करना चाहता हूं । मैं इसके खिलाफ नहीं हूं । लेकिन मैं कहूंगा कि कुछ प्रायोरिटी का का ध्यान तो रखा जाए । क्या आप महसूस करते हैं कि बिना आटोमेशन के रेलवेज़ जिन्दा नहीं रह सकती हैं । अगर वे जिन्दा रह सकती हैं अगर उनकी एफिशेंसी बनी रह सकती है तो मैं कहूंगा कि आटोमेशन की अभी आवश्यकता नहीं है । इससे जो बेकारी है वह और ज्यादा बढ़ जाएगी । जो लोग रेलवे में पन्द्रह बीस साल से काम करते आ रहे हैं और जिन का सारा, जीवन जिन की सारी जवानी रेलवे के अन्दर सर्फ हुई है, कल को अगर आपको उनको निकालना पड़ा तो उनकी आत्मा आपको कोसेगी । यह कोई अच्छी पालिसी नहीं है । आटोमेशन के नाम पर इन लोगों को बेकार करने का काम आप न करें ।

अब जो प्रिवलेजिज़ मिलते हैं क्लास तीन के कर्मचारियों को, क्लास चार के कर्मचारियों को और आफिसर्स को उनके बारे में मैं कुछ अर्ज़ करना चाहता हूं । क्लास चार के जो कर्मचारी हैं वे जब पन्द्रह साल की सर्विस कर चुकते हैं तो एक उन्हें पास मिलता है और हर पांच साल के बाद एक पास मिलता है, यीअरली वह नहीं मिलता है । क्लास तीन के जो कर्मचारी हैं उनको भी पन्द्रह या दस साल की सर्विस के बाद एक पास मिलता है । लेकिन आफिसर्स को हर साल के बाद चार पास मिल जाते हैं । मेरी समझ में नहीं आया है कि यह डिसटिंकशन क्यों किया जाता है । आप सोशलिस्ट समाज का नारा देते हैं । ऐसी स्थिति में उचित यही है कि चाहे क्लास चार का या क्लास तीन का या कोई अफसर हो उन सब को एक ही स्तर पर रखा जाए और जितने पासिस आफिसर्स को मिलते हैं उतने ही उन्हें भी मिलें । पेंशन ले बाद या रिटायरमेंट के बाद उन्हें लाइफ के अन्दर एक ही पास मिलना है सालाना लेकिन बाकी लोगों को उनसे अधिक पास मिलते हैं । इस वास्ते मैं कहूंगा कि जहां तक

[श्री रा० स्व० विद्यार्थी]

पासिस का सम्बन्ध है इन को एक ही कैटेगरी में रखा जाए। जितने आफिसर्स को आप पास देते हैं उतने ही तीन और क्लास चार के कर्मचारियों को भी दें।

रेलवे में जो कर्मचारियों की यूनियनें होती हैं उनके बारे में, उनको मान्यता दिये जाने के बारे में अब मैं कुछ कहना चाहता हूं। हर जगह एक एक या दो दो यूनियनों को आपने मान्यता दे रखी है। जब डा० राम सुभग सिंह जी रेल मंत्री थे तब उन से एक प्रश्न पूछा गया था कि रिकगनिशन के लिए क्या क्या होना आवश्यक है। तब उन्होंने बताया था कि पन्द्रह परसेंट मैम्बरशिप होनी चाहिये, उनको राष्ट्रवादी होना चाहिये, उनको तोड़फोड़ में यकीन नहीं रखने वाला होना चाहिये। इस तरह से छः बातें उन्होंने बताई थीं। यह भी सवाल उन से पूछा गया था कि अगर ये बातें कोई पूरी करे तो उसको आप रिकगनिशन देंगे तब इसके जवाब में उन्होंने कहा था कि हां, निश्चित रूप से देंगे। लेकिन आप देखें कि मध्य रेलवे कर्मचारी संघ जिस की मैम्बरशिप पचास हजार है उसने रिकग-निशन के लिए एप्लाई किया था और वहां के जनरल मैनेजर ने माना भी था कि यह यूनियन सारी की सारी कंडिशंज़ को पूरा करती है लेकिन फिर भी उसको-रिकगनिशन देने के लिए आप तैयार नहीं हैं। मैं चेतावनी देना चाहता हूं कि इस तरह के व्यवहार के अच्छे परिणाम नहीं निकल सकते हैं। मैं आपको यह भी बतलाना चाहता हूं कि जब चीन का हमला हमारे देश पर हुआ था तब एक रेलवे यूनियन के दफ्तर से चीन के हक में काफी मैटीरियल मिला था, काफी पोस्टर मिले थे, नारे मिले थे जो लोगों को उन्होंने देने थे और लिट्रेचर मिला था। लेकिन इतना होने पर भी आपने उस यूनियन को हाथ नहीं लगाया, उसकी रिकगनिशन को खत्म नहीं किया। ऐसी यूनियनों को आपको प्रोत्साहन नहीं देना चाहिये। अगर आप ऐसा करते हैं तो यह आपकी भूल है, तब आप गलती करते हैं। आपको ऐसी यूनियनों को अवश्य ही मान्यता प्रदान करनी चाहिये जो देश की रक्षा करना चाहती है, जो देश के हितों को आगे रख कर बढ़ना चाहती है। ऐसी ही यूनियनों को आपको मान्यता देनी चाहिये।

श्री दी० चं० शर्मा (गुरदासपुर) : जगह का नाम लीजिये, यूनियन का नाम लीजिये।

SHRI P. VENKATASUBBAIAH (Nandyal) : Mr. Chairman, Sir, I thank you for having given me an opportunity to speak on the Railway Budget. This discussion on the Railway Budget has been going on....

श्री हुकम चन्द कछवाय : सभापति, महोदय, मंत्रिमंडल के मंत्री को बुलाइये।

SHRI P. VENKATASUBBAIAH : The Minister of State is here.

श्री हुकम चन्द कछवाय : वह तो राज्य मंत्री हैं। आप मंत्रिमंडल के किसी मंत्री को बुलाइए। यह नियम है; आप उनको बुलाते क्यों नहीं हैं?

MR. CHAIRMAN : The Hon. Member may continue.

SHRI P. VENKATASUBBAIAH : Several Hon. Members....

श्री मुहम्मद इस्माइल (बैरकपुर) : पांच बजे बहस खत्म हो जाएगी। अभी हमारी पार्टी का समय बाकी है। हमारी पार्टी के समय का क्या होगा। हमारी पार्टी में से भी तो बुलायें।

SHRI P. VENKATASUBBAIAH : Several Hon. Members have made certain suggestions with regard to the improvement of the working of the Railways in this country and I am sure that the Railway Minister will take note of all these things and do the needful.

Railways are one of the biggest public sector undertakings in this country. But there is a difference between this public sector undertaking and the other

public sector undertakings. This is spread throughout the country. Besides, it attracts the attention of millions and millions of the travelling public. In addition, goods are also carried by the railways. So, it is all the more necessary that it should be subjected to close scrutiny by Members here, and I am sure that these discussions would to a great extent help in ventilating the various viewpoints on the important matter.

In this connection, I would like to bring to the notice of the House the fact that unfortunately in this country this department of the Government of India has been made the target of several attacks; in order to ventilate the wrath against the Government of India on a particular issue, the railways have been made the target of attack with the result that national property is lost, and hundreds of lakhs of passengers are being inconvenienced, and besides, the smooth working of the railways is being hampered from every corner. So, I would make an appeal to all Members that they must be able to create a proper impression among the people that whatever be the political differences and whatever be the problems confronting the country, these public sector undertakings should not be made the target of attack. After all, it is our property and it is our duty to preserve this property intact.

Coming to the budget proper, I would suggest that necessary care should be taken with regard to the proper functioning and the improvement of the efficiency of the railways. The Hon. Minister of Railways, while presenting the railway budget has minimised the deficit that has accrued to the railways. As a matter of fact, the Railway Convention Committee has suggested that there should be a regular contribution to the depreciation fund, but it has been reduced to Rs. 25 crores. Further, there has been a borrowing of Rs. 18.5 crores from the general revenues to the development fund for meeting current expenditure. So, to my mind, the real deficit is something like Rs. 65 crores. This jugglery of figures, I feel strongly, will not help in putting a clear picture of the working of the railways. The Railway Administration should be forthright in placing a correct picture before Parliament.

Coming to the working of the railways, in 1950-51 the capital investment was Rs. 834 crores, but the present investment is Rs. 2844 crores. The gross earnings have risen from Rs. 263 crores to Rs. 755 crores. The freight carried in billion tonne-k.m.—was 42 in 1950-51 but now it is 117 billions Passenger traffic has also tremendously increased. From 67 billion passenger-k.m. it has risen to 102 billion passenger-k.m. This huge rise in goods and passenger traffic has cast a heavy responsibility on the railways to manage this system in an efficient manner. This is an exclusive State monopoly. But that should not make the Railway Administration complacent because they are facing keen competition from road transport which is functioning in quite an efficient manner. As other Members have pointed out, this should be taken as a challenge, and the Railway Administration should improve the efficiency of the railways and try to cater to the needs of the lakhs and lakhs of passengers throughout the country.

Freight rates and passenger fares have been increased. Undue strain has been put on long-distance passengers, specially third-class passengers. In this connection, I would only bring to the notice of the Minister that of these passengers, nearly 50 per cent travel in suburban trains; nearly 10—15 per cent of them are short-distance passengers. I will only say that long-distance passengers should not be penalised for the sake of suburban passengers who constitutes nearly 50 per cent of the passenger population. This factor should be borne in mind.

The first-class passengers have not been taxed much. It is the poor third-class passengers and the long-distance passengers who have become the target of this Ministry. Keeping in view our aim of socia l equality, the Minister should find more sources of income from such classes of society as are in a position to bear the rise in the passenger fare.

[Shri P. Venkatasubbaiah]

Another factor is that plan expenditure has not resulted in proportionate increase in revenue-yielding traffic. Plan allotments have been spent on items like multiple tracks, dieselisation, modernisation of signal equipment and communications which do not yield substantial income. Not that I say that these matters should not be looked into, but proper priorities have to be fixed and Plan expenditure made on such projects as will yield a reasonable revenue to the Ministry.

As I said about increase in freight charges, I would have been happy if the Minister had not made this attempt. I speak with a full sense of responsibility. Fortunately for us, we have had a good harvest this year and there is every likelihood of our goods traffic increasing considerably. If he had been satisfied with the present freight rates and had kept the gap unbridged, I am sure it would have been appreciably covered due to the bumper harvest this year.

Then I suggest that the present arrangement by which the railways pay a fixed dividend to general revenues must be reviewed. I had a mind to suggest that the entire Railway Administration should be converted into a statutory autonomous corporation. But I am aware of the limitations of the Railway Ministry. In the absence of that, certain effective measures can be taken. In the light of that, I am suggesting that the present arrangement of a fixed rate of dividend payable to general revenues must be reviewed. This arrangement was based on the assumption that the economic growth would be steady, yielding increasing surpluses to the railways. But these hopes were belied because the Railways were caught between the Planning Commission, which insisted on a rapid expansion to meet imaginary targets and the fiscal policies of Government which have brought about a recession. The railways are caught between the devil and the deep sea. There is a strong case for reducing the dividend in view of the fact that many other big commercial public undertakings are incurring heavy losses which have to be borne by general revenues. So, I commend this suggestion to the consideration of the Minister concerned.

I must bring to the notice of this House the fact that the Estimates Committee had made certain suggestions with regard to the augmentation of the revenues of this Ministry. We have made a suggestion that the commercial staff of the railways should be properly equipped and serve as efficient salesmen and their duties and responsibilities should be defined. This is all the more important in the present context because of the keen competition the railways are facing from road transport.

Settlement of claims is taking undue time, with the result that the customers lose confidence in the railways. Certain powers must be given to the officers on the spot to deal with these matters expeditiously, so that it would create confidence among the clientele.

Another point that should be seriously gone into is the large amount of pilferage that is going on. Certain allegations have been made, I hope they are not true, that the railway staff are hand in glove and are conniving at this. This matter must be gone into and deterrent punishment should be awarded when such instances are brought to the notice of the administration.

About ticketless travel I need not say anything as many Hon. Members have dwelt on this matter.

Coming to unremunerative branch lines, I would only suggest that as per the figures given by the Ministry, nearly Rs. 5½ crores are being spent on them. These cannot be removed overnight because it will create much discontent and local trouble. So, I would only suggest that wherever the Railway Ministry feel the necessity of abolishing unremunerative branch lines, the Chief Ministers of the concerned States, should be consulted, and the railway administration should also come forward with an alternative suggestion to provide certain other amenities by opening new railway lines where there is an urgent necessity in the

same State, so as to counterbalance and offset the loss that is going to be incurred by abolishing these lines.

In this connection I would like to mention about my constituency. There was a survey made, and some suggestions made by the Andhra Government, that a railway line should be laid from Nandial to Nellore *via* Mydukur which runs across a forest area which will not only bring revenue by way of passenger traffic, but also by way of freight on forest produce. I suggest that the railway administration should also think about this matter.

Instead of increasing the platform ticket I suggest that it should be reduced, because the more you increase it, the more the evasion. I have been going to the railway stations very often and I find that many people evade buying the platform ticket. To induce them to buy it I feel that the Railway Minister should make a departure by reducing it, so that more people abide by the law and purchase these platform tickets. About catering, the less said the better. Formerly when we were in Madras, for good food we used to go to the railway restaurant, but it is not so now. It is the other way about. Unfortunately it has deteriorated. I once pleaded in this House that private catering should go and departmental catering should be introduced. I am still of the same opinion provided it is efficient and its service is improved. I feel that the Hon. Minister will give due thought to this.

Normally I do not make any allegations but I am sorry that at times things happen and I have to refer to them. There are certain genuine complaints about the appointments and promotions in the railway administration and things which come to our notice do not bring credit to the Railway Administration. I have personally interfered in a particular case when I was convinced about the genuineness of the case and pat came the reply that nothing could be done to set right the wrong. It concerned the case of a teacher. The poor teacher had to go to the High Court and realising the justness of the case, the High Court passed orders favourable to the teacher. *The Deccan Chronicle* of 4-12-1967 reports the case as follows:

> "The High Court of Andhra Pradesh, allowing the petition of Mr. A. Raghava Sarma, Senior Telugu Teacher of the Railway Boys' Higher Secondary School, Lallaguda, passed orders to issue notice to Mr. D. N. Chopra, General Manager, South Central Railway, to answer the alleged charge of disobeying the injunction order.
>
> The Telugu teacher who was selected and promoted was sanctioned leave for one year and ten months. Having come to know that a primary school teacher was about to be promoted in the said leave vacancy, the Petitioner prayed the High Court and the Court issued an injunction order restraining the General Manager, South Central Railway, from promoting any person who is junior to the petitioner. Nevertheless the Administration passed orders in September 1967 promoting the same primary school teacher......"

His whole case was:

> "That the members of selection committee were not competent to test post graduates, and that none of them had possessed even an elementary knowledge of Telugu literature and yet sat on judgment over the abilities of Post-Graduate Telugu teachers of which the petitioner was one."

I personally intervened in this matter but the Railway Administration said it was all right and that he could go to a court of law. This bureaucratic way of functioning will not help nor does it do credit to the Administration.

SHRI S. M. BANERJEE: Move a motion of reprimand.

SHRI P. VENKATASUBBAIAH: None of the members of the selection committee possessed even an elementary knowledge of Telugu literature and yet they sat in judgment over the post-graduate teachers.

[Shri P. Venkatasubbaiah]

Having explored all the avenues open to them to set right this wrong done to them by the Administration, they are forced to go to a court of law for redressal of their grievances. The moment they go to the court of law, the Administration adopts a vindictive and hostile attitude towards them. This should not be so. I had come across instances where a railway contractor who had done certain contracts and works on the oral orders of officials claimed payment for such works but were denied. They were forced to go to courts of law. The moment he does so, his name is blacklisted; not only is he denied future contracts but even the remotest relatives of his are denied contracts. This attitude will not do. A time has come when the entire Railway Administration requires reorientation and reorganisation so that it can meet the aspirations of the passengers.

16 HRS.

I congratulate the hundreds of thousands of workers who perform their duties against odds and efficiently man this huge undertaking against vicissitudes. At the time of the invasions and also during the natural calamities and so many other things they were able to do this nationalistic, patriotic job, and I congratulate them. I would also say that given the support of all the political leaders there must be at least unanimity on bringing this rationalisation in the entire working of the railways. My hon. friend Shri Banerjee should not find fault and be angry with me when I say that in cases where there has been overstaffing and unproductive labour, it must be rationalised and the staff absorbed in other places. The staff should be commensurate with the efficiency that has to be turned out. I agree with some of our Hon. Members that this hierarchy—the pyramid-like structure of Chief Managers, Deputy Chief, Chief to Chief and so on—must be rationalised.

About the travel concessions, I do not want to say anything because the Estimates Committee has already presented its report and many Members have expressed their opinion. I do not want to say anything further. I wish the Ministers well, the three Ministers. I was just telling them—Shri Poonacha, Shri Parimal Ghosh and Shri Chaturvedi—that one is broad gauge, one is narrow gauge and the other is metre gauge! These three Ministers have to work in co-ordination and I hope that in their hands the railway administration will have a better future and I also hope that by next year, when the Railway Minister comes before this House, he will be able to present a surplus budget.

SHRI S. M. BANERJEE: Sir, the Hon. Member, Shri Venkatasubbaiah, has mentioned about rationalisation. Since he has mentioned my name....

MR. CHAIRMAN: Is it a point of order?

SHRI S. M. BANERJEE: It is a personal explanation. We are not against any rationalisation. But we only feel that if rationalisation is to be effected, it has to be effected from the Central Cabinet to the ordinary man.

श्री रघुबीर सिंह शास्त्री (बागपत) : सभापति जी, मेरे इलाके में एक रेल चलती है, जिसका नाम एस० एस० लाइट रेलवे है, पिछले 60 साल से यह रेलवे उस इलाके में चलती है और सभापति जी, पिछले रेलवे बजट पर इस लोक सभा में पहले-पहल मैंने ही इसकी चर्चा की थी। भारत के तीन बहुत बढ़िया माने जाने वाले ज़िलों–मेरठ, मुजफ्फरनगर और सहारनपुर के इलाकों में यह रेल चलती है, ये इलाके अपनी बहुत बढ़िया जमीन, अपनी हरी-भरी खेती और अपने लोगों और जानवरों की बहुत बढ़िया नस्लों के लिये जितने विख्यात हैं, उतनी ही कुख्यात कम्पनी की यह गली-सड़ी रेलवे उन की छाती पर रेंगती है। इस के जितने भी इन्जिन और बोगियां हैं, वे ज्यादातर 60 साल पुराने हैं, वे सब पूरी तरह खस्ता हो चुके हैं, टूट-फूट गये हैं। इसी वजह से इन्जिन बीच में रुके रहते हैं, चल नहीं पाते हैं। बोगियां टीन और पत्तियां लगा कर चलाई जा रही हैं, उनके

अन्दर बैठा हुआ यात्री न धूप से बच सकता है, न बरसात से बच सकता है, न सर्दी से बच सकता है और न गर्मी से बच सकता है। इसके ऊपर-क्लास को देखें तो उनके अन्दर न गद्दे हैं, खिड़कियां और छतें टूटी हुई हैं। उन बोगियों को देखकर बाहर का आदमी यही कह सकता है कि ये जानवरों के कटघरे हैं, आदमियों के बैठने के लिये नहीं हैं। इस रेलवे की चाल ......

श्री स० मो० बनर्जी : उसकी हालत ऐसी है, जैसी कांग्रेस की है।

श्री रघुवीर सिंह शास्त्री : इसकी चाल 12-13 मील फी घन्टा है और माल की ढुलाई की दृष्टि से वह बिल्कुल बेकार है। इसी वजह से उस क्षेत्र में आज तक कोई इण्डस्ट्री पनप नहीं पाई। वहां पर यात्रियों की भीड़ की यह हालत है कि उसके अन्दर जितने लोग बैठ कर चलते हैं, उतने ही छत पर और खिड़कियों पर लटक कर चलते हैं।

अपने पिछले भाषण में मैंने रेल मंत्री जी से यह आग्रह किया था कि वह एक बार चल कर कम-से-कम इस श्रीमती जी के हाल चाल को देखें। यहां से 5—6 मील की दूरी पर यह रेल शुरू होती है, लेकिन मेरा दुर्भाग्य है कि मंत्री महोदय बार बार वायदा कर के भी अभी तक अपना समय वहां चलने के लिये नहीं निकाल पाये हैं। मेरठ, मुजफ्फर नगर और सहारनपुर के जितने भी सदस्य इस लोक सभा में हैं, हम सबने मिल कर एक संयुक्त प्रतिवेदन (विज्ञापन) भी रेलवे मंत्री जी को दिया था और उनसे कहा था कि आप इस रेलवे की बुरी हालत को देखकर, इसके दुष्प्रबन्ध और बुरी व्यवस्था को देख कर इसका कुछ न कुछ करिये तथा सरकार इस को अपने हाथ में लेने का यत्न करे, लेकिन मुझे बड़ा खेद है कि हमारे उस संयुक्त विज्ञापन का भी, जिसको 5 संसद सदस्यों ने भेजा था, एक दफ्तरी ढंग का जवाब भेज दिया गया। रेलवे मंत्री ने अपने जवाब में लिखा है कि अगर हम इस रेलवे को लेंगे तो इसे लेने के लिये पिछले तीन सालों का जो उनका एवरेज सालाना मुनाफा है, उस का 25 गुना देना पड़ेगा या सौ फीसदी से लेकर 125 फीसदी तक इसकी लागत पूंजी का मुआवजा देना पड़ेगा। उन्होंने लिखा कि 72 लाख रुपया देना पड़ेगा, लेकिन मैं उन्हें बतलाना चाहता हूं कि जब पिछले आठ सालों से इस रेलवे ने कभी लाभ नहीं दिखाया, यह हमेशा घाटा दिखाती रही है, तो फिर किस मुंह से उस रेलवे के मालिकों को किसी तरह का मुआवजा मांगने का अधिकार है। मैं यह भी कहना चाहता हूं —जैसा मैंने अभी बताया कि उस के इन्जिन 60 साल पुराने हैं, बोगियां टूटी-फूटी हैं, कर्मचारियों के सारे क्वार्टर्स खस्ता हालत में हैं, जितने स्टेशन हैं उनके मकान गिरने वाले हैं, अगर सरकार इसको लेगी तो वह किस चीज का मुआवजा मांगेते हैं। अगर हिसाब-किताब लगाया जाएगा तो ज्यादा से ज्यादा 25 लाख रुपया सरकार को देना पड़ेगा और यह 25 लाख रुपये की रकम इतनी थोड़ी रकम है कि अगर सरकार इसको लगादे, तो इससे कई गुना रिटर्न सरकार को हुआ करेगी— यह घाटे का सौदा नहीं है।

इस कम्पनी के चालाक मालिकों ने इसके हिसाब-किताब की काली तस्वीर सरकार के सामने इसलिये पेश की है कि सरकार कभी भी इस रेलवे को लेने के लिये अपने मन में विचार तक न लाये। बावजूद इसके कि इसमें इतनी अनुचित फिजूलखर्ची है, 50 लाख रुपया सालाना इसकी आमदनी है, अगर इसके प्रबन्ध और व्यवस्था की हालत सुधर जायेगी तो इसकी आमदनी काफ़ी ज्यादा बढ़ सकती है। रेलवे मंत्री महोदय ने यह भी लिखा कि इस रेलवे की यह हालत है कि 1964—65 में इसके द्वारा 2.45 लाख टन माल ढोया गया, जो 1966 में घट कर 2.17 लाख टन रह गया। यात्रियों की संख्या 1964-65 में 39.2 लाख के मुकाबले 1966 में 40·5 लाख हो गई, यानी यात्रियों

[श्री रघुबीर सिंह शास्त्री]

की संख्या में थोड़ी सी वृद्धि हुई । लेकिन माल की ढुलाई में थोड़ी कमी हुई । मैं उनसे यह कहना चाहता हूं कि ये सारे के सारे आंकड़े एक साल के उस रेलवे के मालिकों की चालाकी से दिखाये गये हैं । रेलवे मंत्री जी ने यह भी लिखा है कि इस इलाके में रोड ट्रांस्पोर्ट की सर्विस और सड़क अच्छी होने के कारण इस रेल की तरफ़ और अधिक ट्रैफिक को नहीं मोड़ा जा सकता । लेकिन मैं उनसे कहना चाहता हूं कि सन् 1959 में हमारे यहां सड़क चालू हुई थी, उसी समय मोटर और बस सर्विस चालू हुई थी, लेकिन उसके बाद के आंकड़ों को यदि आप देखें तो आपको मालूम होगा कि कितनी तेजी से वहां पर यात्रियों की संख्या बढ़ रही है और कितनी तेज़ी से माल की ढुलाई बढ़ रही है — सन् 1958-59 में यात्रियों की संख्या 30 लाख 59 हजार थी, सन् 1967 में यह संख्या 44 लाख 22 हजार हो गई, यानी लगभग डेढ़ गुनी हो गई । इसी तरह से माल की ढुलाई से 1957-58 में 11 लाख 22 हजार रुपये की आय हुई, जबकि 1966-67 में 15 लाख 78 हजार रुपये की आय हुई । यात्रियों के किराये से 1957-58 में 15 लाख 31 हजार रुपये की आय थी, जबकि 1966-67 में लगभग 32 लाख रुपये की यानी दुगुनी आय हुई । सन् 1958-59 में प्रति दिन रेल चलने का टोटल माइलेज 900 मील था, लेकिन आज 1200 मील है । तो वह कैसे कहते हैं कि सड़क बनने से, मोटरों के चलने से माल की ढुलाई में या यात्रियों की संख्या में कोई कमी पड़ गई है, ये तो डेढ़ गुनी या दो गुनी बढ़ी हैं । अगर इसकी सर्विस ठीक हो जाए और हालत सुधर जाय, बोगियां ठीक हो जाएं, इंजिन ठीक हो जाएं तो यात्रियों की संख्या और ज्यादा बढ़ेगी और माल की ढुलाई ज्यादा होने लगेगी । ट्रांशिपमेन्ट की जो असुविधा है, उसके कारण माल की ढुलाई में इस पर व्यापारी लोगों में उत्साह नहीं होता है और कोई भी इस रेलवे से माल ले जाना पसन्द नहीं करता है ।

शाहदरा से सहारनपुर 92 मील चलने में यह रेलवे 7-8 घण्टे लेती है । लेकिन यदि ठीक ढंग से चलाया जाय, इस समय भी इस लाइन की जो क्षमता है, उसके अनुसार पांच घन्टे में यह रेल सहारनपुर पहुंच सकती है । सन् 1960-61-62 में इस लाइन पर ऐसी गाड़ियां चलती रही हैं, जो सवा पांच घन्टे में पहुंचती रही हैं, लेकिन बाद में उनको बन्द कर दिया गया ।

बन्द इसलिए कर दिया क्योंकि वढ़िया कोयला खर्च करना पड़ता था और ये घटिया कोयला लगा रहे हैं । कोयले की खरीद में ये खास तौर से गोलमाल कर रहे हैं । घटिया कोयला खरीदते हैं और ए-क्लास कोयले की खरीद दिखलाते हैं । इसी घटिया कोयले के कारण इसकी चाल की यह बुरी हालत है । जनरल मैनेजर के सम्बन्ध में रेलवे मन्त्री ने जो लेटर भेजा उसके पैरा 6 में लिखा है कि जनरल मैनेजर के आफिस का पिछले तीन वर्षों का जो खर्चा दिखाया गया है वह लगभग डेढ़ लाख रुपया सालाना है । जबकि असलियत यह है कि कम्पनी के हैड आफिस के कुल सालाना खर्च लगभग 12 लाख रुपये का 45 प्रतिशत इस रेलवे से लिया जाता है । सेंट्रल इंडस्ट्रियल ट्रिब्यूनल दिल्ली का अवार्ड आई० डी० नं० 180 आफ 1957 गजट आफ इंडिया दिनांक 1 नवम्बर, 1958 के पेज 2133 पर छपा है जिसमें लिखा है कि 4 लाख 47 हजार 195 रुपये इस रेलवे से सालाना जनरल मैनेजर के आफिस के खर्च में दिखाया जाता है ।

रोलिंग स्टाक की यह हालत है कि जब रोलिंग स्टाक के बदलने के लिए पिछले 25 वर्षों में कम्पनी के रेवेन्यु से रिन्यूवल और रिप्लेसमेंट के लिए 80 लाख रुपया लिया गया है लेकिन कोई नई चीज न खरीदी गई और न बदली गई । वही 60 साल पुराने इंजन और बोगियां हैं जो कि कील पत्तियों से जोड़कर चलाए जा रहे हैं । पता नहीं यह सारा रुपया कहां चला गया ?

श्रीमन्, जो सरकारी रेलवे हैं, बड़ी रेलवे, वे विकास और सुधार पर भारी खर्च करती हैं, यात्रियों की सुविधाओं पर अधिक ध्यान देती हैं, अपने कर्मचारियों को समयानुकूल वेतन और भत्ता देती हैं और उसके उपरान्त जनरल रेवेन्यू को भी 6-7 प्रतिशत देती हैं। परन्तु बाबा आदम के जमाने के इंजनों और बोगियों वाली इस श्रीमती के बहरे कानों तक विकास, सुधार या नव-निर्माण के शब्द पहुंच नहीं पाते। यात्रियों की सुविधा और कर्मचारियों की वेतन और भत्ता बढ़ाने की जो मांग है वह उनके कानों तक पहुंचती ही नहीं। कर्मचारियों को बहुत मामूली वेतन देती हैं लेकिन किराया सबसे अधिक वसूल करती हैं। 28 जुलाई, 1967 के मेरे प्रश्न के उत्तर में रेलवे मंत्री स्वयं स्वीकार कर चुके हैं कि जितनी बड़ी-बड़ी लाइनें चल रही हैं उन सभी से अधिक इस में थर्ड क्लास का किराया वसूल किया जाता है। यात्रियों की जितनी क्षमता है उससे चौगुने यात्री यह रोज ले जा रही है और फिर भी झिकती रहती है कि घाटा रह गया। तो यह कम रहस्य की बात नहीं। इस कम्पनी का जनरल मैनेजर, जिसकी रेल लाइनें लगभग 250 मील लम्बी हैं और 3500 के लगभग कर्मचारी हैं, लगभग 6 हजार रुपया महीना पाता है जबकि उत्तर रेलवे का जनरल मैनेजर केवल 2750 रुपया पाता है जिसकी लाइनों की लम्बाई 5 हजार मील है और कर्मचारी ढाई लाख होंगे। अब आप देखें कि क्वालिफिकेशन क्या है? उत्तर रेलवे का जनरल मैनेजर उच्च कोटि की इंजीनियरिंग योग्यता तथा अनुभव रखता है और इसका जनरल मैनेजर केवल बी० एस० सी० पास है, फिर भी 6 हजार तनख्वाह पाता है।

जैसा मैंने पहले कहा कि मैं श्री पुनाचा जी से अनेक बार यह आग्रह कर चुका हूं कि वे स्वयं एक बार चल कर इस श्रीमती जी के फटे हाल को देखें। उन्होंने बार-बार वायदा भी किया, परन्तु दुर्भाग्य हमारा कि उनका महूर्त ही नहीं निकल पाया। उनको समय ही नहीं मिल सका। मैं आज फिर उनसे आग्रह करता हूं कि वे चलें और देखें। मेरा निश्चय है कि जिस समय भी वे चलकर श्रीमती जी के फटे हाल को वहां देखेंगे, वहां के बुरे इन्तजाम को देखेंगे तो जो कुछ भी मैंने कहा है, या जो वहां पर जनता महसूस करती है, या जो वहां पर चलने वाले मुसाफिर महसूस करते हैं, या जो वहां के कर्मचारी महसूस करते हैं वह सब सच पायेंगे। और यदि उन्हें अपनी आंखों से देख कर जंच जाए कि सचमुच में जनहित में इस रेलवे का खरीदा जाना आवश्यक है तो फिर उन्हें इस दिशा में कोई पग अवश्य उठाना चाहिए। कुप्रबन्ध और जनता के कष्टों के देखते हुए भी यह बिल्कुल सीधा और सच्चा केस है जिसमें सरकार को तुरन्त इन्टरफीयर करना चाहिए।

पुनाचा जी को ऐसा सीधा सादा केस दफ्तरशाही के सुपुर्द नहीं करना चाहिए। हमारे जैसे लोगों को दफ्तरशाही का बड़ा कड़ुवा अनुभव है। देश की जनता इस दफ्तरशाह से तंग आ चुकी है, ऊब चुकी है, निराश हो चुकी है। जो कोई काम न करना हो या उसको टालना हो तो उस काम को दफ्तर के अफसरों को दे दो तो फिर निहित स्वार्थ वाले पूंजीपति जैसा चाहेंगे, उसी प्रकार की रिपोर्ट घड़-मड़ कर आ जायेगी। विशेष रूप से उस रेलवे के मालिक तो रेलवे बोर्ड के अफसरों की हरी झण्डी पर ही इस खस्ता छकड़े को हमारी छाती पर घसीटते चले जा रहे हैं। हर साल आपके रेलवे बोर्ड के आफिसर जाते हैं और ऐसे बेकार खस्ता इंजनों और टूटी फूटी बोगियों को चलाने के लिए सेफटी का सार्टिफिकेट दे आते हैं। इससे अधिक भ्रष्टाचार और क्या हो सकता है?

मैं समझता हूं कि शायद यह हमारा कसूर रहा है कि हम सारी बातें शान्ति से कहते हैं, इसी कारण हमारी मांगों पर ध्यान नहीं दिया जाता। क्या रेलवे मंत्री या भारत सरकार इस गम्भीर मामले में भी बराबर चुप्पी साध कर हमें यह महसूस कराना चाहते

[श्री रघुबीर सिंह शास्त्री]

हैं कि सीधी सादी और सच्ची बातों का उन पर कोई असर नहीं होता । शान्त नागरिकों की कोई सुनवाई नहीं होती । क्या धरना, घेराव, अनशन और तोड़-फोड़ की कार्यवाहियां ही जनता की मांगों की ओर ध्यान खींचने का एकमात्र अस्त्र रह गई हैं ? मैं समझता हूं पुनाचा जी जैसे शान्त और गम्भीर प्रकृति के मनुष्य हमारी शान्तिप्रियता और धैर्य की कदर करेंगे और हमारी इन बातों पर ध्यान देंगे ।

जैसा मैंने कहा कि जब-जब हम मिनिस्टर साहब को लिखते हैं कि इस रेलवे में बदइन्तजामी है और जनता को ये कष्ट हैं तो रेलवे मन्त्रालय से घड़ा-घड़ाया उत्तर आ जाता है कि यह इस कम्पनी का घरेलू या अन्दरूनी मामला है , हम इसमें हस्तक्षेप नहीं कर सकते । बड़ी अजीब बात है । मैं 6 मील पर रहता हूं । फिर क्या मैं यह समझूं कि मेरे इलाके पर रेल मन्त्री का कोई स्वामित्व नहीं है । क्या रेलवे मन्त्रालय, भारत सरकार और लोक सभा इस रेलवे की ओर आंख उठाकर भी नहीं देख सकती ? हम भी यह चाहते हैं कि हम यह महसूस कर सकें कि हम आपके इलाके में रहते हैं । कम से कम मन्त्री जी वहां जाकर तो देखें कि क्या हो रहा है ?

यहां पर चतुर्वेदी जी ने कहा कि अनएकोनामिक रेलवेज को बन्द करने की जो बात कही गई है, उनको बन्द नहीं करेंगे लेकिन पिछली दफा यहां पर मैंने 6 पेज का अपना भाषण दिया फिर भी मन्त्री जी ने उस के सम्बन्ध में एक शब्द भी यहां नहीं कहा था कि हां ये शिकायतें हैं । हमने यह भी मांग की कि दूसरी रेलवे की तरह इस रेलवे के लिये भी लोक सभा के सदस्यों की परामर्शदात्री समिति होनी चाहिए तो हमारी यह मांग भी स्वीकार नहीं हो सकी । हमारे मन में कुढ़न और जलन होती है कि जब अन्य सब माननीय सदस्य अपनी अपनी रेलों के सम्बन्ध में कुछ न कुछ कहते हैं और अपने इलाकों के लिए सुविधाओं पर जोर देते हैं तो हम 5-6 सदस्य बैठे बैठे देखा करते हैं । हम उस दिन के लिए तरस रहे हैं कि हमारे इलाके में चलने वाली इस रेल पर भी रेलवे मन्त्रालय, भारत सरकार और संसद का कोई अधिकार बने । उसका बजट भी यहां पास हुआ करे । इस कम्पनी के मालिकों को अब तो 20 वर्ष बाद यह अनुभव होने लगे कि वह अब एक स्वतन्त्र देश में रेल चला रहे हैं और इलाके की जनता को भी यह महसूस होने लगे कि अब कम्पनी का राज्य समाप्त होकर भारत का अपना शासन चलने लगा है ।

इस कम्पनी का ठेका अप्रैल सन् 1969 में समाप्त होगा, अभी एक वर्ष का समय बाकी है । सरकार को इस विषय में अभी अपना मन बना कर इस रेलवे को अपने हाथों में लेने की तैयारी शुरू कर देनी चाहिए । क्या मैं श्री पुनाचा जी से यह आशा करूं कि इस बार तो बजट बहस के उत्तर में दिये जाने वाले अपने भाषण में अपेक्षित आश्वासन हमें दे सकेंगे ? इसी आशा के साथ मैं आपको धन्यवाद देता हूं ।

श्री गुलाम मुहम्मद बक्शी (श्रीनगर) : जनाब रेलवे मिनिस्टर, मिस्टर पुनाचा को मैं मुबारकबाद देता हूं कि उन्होंने, गुज़श्ता साल जो मैंने यहां गुज़ारिश की थी, उसकी तरफ तवज्जह दी । गए बीस सालों में रियासत जम्मू और काश्मीर में 9 मील लम्बी रेलवे लाइन बनी लेकिन अब की दफा उन्होंने बजट में कुछ लाख रुपये रखे हैं जिनसे उम्मीद है कि 3 या 4 मील लम्बी लाइन बन सके मेरा अन्दाजा था कि 200 साल में काश्मीर तक रेलवे पहुंचेगी लेकिन पुनाचा साहब की नवाज़िश से अब सिर्फ 75 साल ही लगेंगे ज्यादा नहीं । उन्होंने एक ही साल में सवा सौ साल की कमी कर दी । लेकिन इसके बावजूद भी मैं उन का शुक्रगुजार हूं कि उन्होंने इस तरफ तवज्जह देनी शुरू की मुझे उम्मीद है कि वह हमारी इस दिल्ली ख्वाहिश को और दिली जरूरयात के को पूरी

करेंगे । यह हर सूरत में ज़रूरी है । फ़ौम डिफेंस प्वाएंट औफ़ व्यु जहां तक जम्मू और काश्मीर के बचाव का ताल्लुक है उसके लिहाज़ से यह निहायत ज़रूरी है । एकोनामिक प्वाएंट आफ़ व्यु से भी यह ज़रूरी है क्योंकि सबसे ज्यादा माल ढोने पर कैरेज चार्जेज के तौर पर जो काश्मीर को देना पड़ता है वह मुकाबलतन और किसी प्रान्त के उसे अधिक देना पड़ता है और मैं उम्मीद करता हूं कि उस तरफ खास तवज्जह दी जायगी ।

दूसरी गुजारिश मेरी यह है कि मौजूदा रेलवे लाइन जोकि पठानकोट से गोविन्दसर कठुवा तक ले जाई गई है उस का कोई खास इस्तेमाल नहीं होता है । मैं यह चाहता हूं और मैं यह अर्ज करूंगा कि लाइन भी बनी हुई है, स्टेशन भी बना है सब कुछ बना है इसलिए यह जो अभी काश्मीर मेल और श्रीनगर एक्सप्रैस दी जाय वह बजाय इसके कि पठानकोट से चले वह गोविन्दसर से चले वहां पर हर एक चीज मौजूद है । ऐसा करने से पैसेंजर्स को भी सहूलियत होगी और आपकी जहां तक आमदनी होने का ताल्लुक है उससे आप की आमदनी भी बढ़ेगी । मैं निहायत अदब से अर्ज करूंगा कि इसमें कोई दिक्कत आप को नहीं है, न पैसों की, न ऐडमिनिस्ट्रेशन की और न ही किसी और चीज की । ऐसा करने से रियासत के लोगों पर एक अच्छा साइकोलोजिकल एफैक्ट होगा कि हमारे यहां भी रेल अब आ गई है क्योंकि अभी तो वह महज़ लाइन ही लाइन देख रहे हैं । रेल से अभी तक उतने हिस्से पर वह चलते नहीं हैं ।

तीसरी बात मैंने रेलवे टाइमिंग्स के बारे में अर्ज करनी है । अब हमारे वहां पर टुरिस्ट सीजन शुरू होने वाला है । इस वक्त एक गाड़ी आपकी पठानकोट से 5-50 पर जाती है और दूसरी 11 बजे चलती है । हमारे लिहाज़ से इन दोनों रेलगाड़ियों के टाइमिंग्स ग़लत हैं । मैं निहायत अदब के साथ गुजारिश करूंगा कि श्रीनगर से जो डाइरैक्ट गाड़ी पठानकोट के लिए चलती है वह सात बजे से पहले पहुंचने नहीं पाती है [लिहाजा एक का टाइम बजाय 5-50 के आप 8 बजे करें और दूसरी गाड़ी का टाइम जो बस में आने वाले हैं उनके लिए 9 बजे का करें । यदि आप ऐसा कर देते हैं तो मुसाफिरों को परेशान नहीं होना पड़ेगा । इसके लिए आप को कुछ चेंजेज़ वगैरह तो ज़रूर करने पड़ेंगे लेकिन इससे मुसाफरों को बड़ी राहत मिलेगी । इसलिए ज्यादा बेहतर यह है कि आप 5-50 के बजाय 8 बजे और 11 के बजाय 9 या साढ़े 9 बजे यह ट्रेन चलाया करें जैसे कि पहले वह चलती थी । इस से टूरिस्ट से जहां वहां की जनता को फ़ायदा होगा वहां आप की कुछ आमदनी भी बढ़ेगी ।

चौथी बात जो मैं अर्ज करूंगा वह यह है कि आप एक ही ट्रेन में ऐयरकंडिशंड बोगी लगाते हैं । काश्मीर मेल मे एक बोगी लगाते है मैं गुजारिश करूंगा कि अगर गुंजाइश हो यह डिपेंड करता है आप की गुंजाइश पर अगर मुमकिन हो सके तो आप श्रीनगर एक्सप्रैस में भी कम से कम एक बोगी का इंतजाम करें ।

ऐसा इसलिए ज़रूरी है कि अगर एक गाड़ी मिस हो जाय तो दूसरी गाड़ी की दिक्कत हो जाती है ।

मैं इस मौके पर ज्यादा वक्त नहीं लूंगा और चार साढ़े चार मिनट में ही अपनी बात खत्म कर दूंगा । मेरी अर्ज यह है कि जब यह वक्त कम करना मुमकिन हो सका और 200 साल को 75 साल में रैड्यूस कर दिया गया है जोकि बहुत उम्दा बात है तो चूंकि रेलवे मिनिस्टर श्री पुनाचा इस वक्त यहां पर मौजूद नहीं हैं । इसलिए उनकी तरफ से बैठे हुए मंत्री साहब से मैं गुजारिश करूंगा कि वह इस क्वैश्चन को फिर से कंसिडर करें और जितना यह वक्त कम हो सकता है उतना कम इसको किया जाय । मैं समझता हूं कि आप की मुश्किलें हैं, रुपये की डिफकल्टी है,

सामान की डिफिकल्टी है और वहां का टेरैन भी डिफिकल्ट है मैं चाहता हूं कि उस तरफ भी तवज्जह दी जाय लेकिन वह रेल हमको न दी जाय जिसकी कि चर्चा अभी शास्त्री जी कर रहे थे। अगर वह देनी है तो फिर यहीं से हमारा उसको प्रणाम है।

[شری غلام محمدبخشی : جناب ریلوے منسٹر پناچا کو میں مبارکباد دیتا ہوں کہ انہوں نے گزشتہ سال جو میں نے یہاں گزارش کی تھی اس کی طرف توجہ دی - گئے ۲۰ سالوں میں ریاست جموں اور کشمیر میں ۹ میل لمبی ریلوے لائین بنی - لیکن اب کی دفعہ انہوں نے بجٹ میں کچھ لاکھ روپیہ رکھے ہیں جن سے امید ہے کہ تین یا چار میل لمبی لائن بن سکے - میرا اندازہ تھا کہ دو سو سال میں کشمیر تک ریلوے پہنچے گی - لیکن پناچا صاحب کی نوازش سے اب صرف ۷۵ سال ہی لگینگے - زیادہ نہیں - انہوں نے ایک ہی سال میں سوا سو سال کی کمی کر دی - لیکن اس کے باوجود بھی میں ان کا شکر گذار ہوں گا کہ انہوں نے اس طرف توجہ دینی شروع کی - مجھے امید ہے کہ وہ ہماری اس دلی خواہش کو اور دلی ضروریات کو پوری کرینگے - یہ ہر صورت میں ضروری ہے - فرام ڈیفنس پوائنٹ آف ویو جہاں تک جموں اور کشمیر کے بچاؤ کا تعلق ہے اس کے لحاظ سے یہ نہایت ضروری ہے - ایکونامک پوائنٹ آف ویو سے بھی یہ ضروری ہے - کیونکہ سب سے زیادہ مال ڈھونے پر کیریج چارجیز کے طور پر جو کشمیر کو دینا پڑتا ہے وہ مقابلتاً اور کسی پرانت کے اسے ادھیک دینا پڑتا ہے اور میں امید کرتا ہوں کہ اس طرف خاص توجہہ دی جائیگی -

دوسری گذارش میری یہ ہے کہ موجودہ ریلوے لائن جو کہ پٹھان کوٹ سے گوبند سر کٹھوا تک لے جائی گئی ہے اس کا کوئی خاص استعمال نہیں ہوتا ہے - میں یہ چاہتا ہوں اور میں یہ عرض کرونگا کہ کوئی لائن بھی بنی ہوئی ہے اسٹیشن بھی بنا ہے سب کچھ بنا ہے - اس لئے یہ جو ابھی کشمیر میل اور شری نگر ایکسپریس ، دی جائے وہ بجائے اس کے کہ پٹھان کوٹ سے چلے وہ گوبند سر سے چلے - وہاں پر ہر ایک چیز موجود ہے - ایسا کرنے سے پیسینجرس کو بھی سہولئت ہوگی اور آپ کی جہاں تک آمدنی ہونے کا تعلق ہے اس سے آپ کی آمدنی بھی بڑھیگی - میں نہایت ادب سے عرض کرونگا کہ اس میں کوئی دقت آپ کو نہیں ہے - نہ پیسوں کی نہ ایڈ منسٹریشن کی اور نہ ہی کسی اور چیز کی - ایسا کرنے سے ریاست کے لوگوں پر ایک اچھا سائکالوجکل ایفکٹ ہوگا کہ ہمارے یہاں بھی ریل اب آ گئی ہے ہے کیونکہ ابھی تو وہ محض لائن

ہی لائن دیکھ رہے ہیں - ریل سے ابھی تک اتنے حصے پر وہ چلتے نہیں ہیں -

تیسری بات میں نے ریلوے ٹائمنگس کے بارے میں عرض کرنی ہے - اب ہمارے وہاں پر ٹورسٹ سیزن شروع ہونے والا ہے - اس وقت ایک گاڑی آپ کی پٹھان کوٹ سے ۵—۵۰ پر چلتی ہے اور دوسری گاڑی ۱۱ بجے چلتی ہے- ہمارے لحاظ سے ان دونوں ریل گاڑیوں کے ٹائمنگس غلط ہیں - میں نہایت ادب کے ساتھ گذارش کرونگا کہ شرینگر سے جو ڈائریکٹ گاڑی پٹھان کوٹ کے لئے چلتی ہے وہ ۷ بجے سے پہلے پہنچنے نہیں پاتی ہے لہذا ایک کا ٹائم بجائے ۵—۵۰ کے آپ ۸ بجے کریں اور دوسری گاڑی کا ٹائم جو بس میں آنے والے ہیں ان کے لئے ۹ بجے کا کریں - یدی آپ ایسا کر دیتے ہیں تو مسافروں کو پریشان نہیں ہونا پڑیگا - اس کے لئے آپ کو کچھ چینجیز وغیرہ تو ضرور کرنے پڑینگے لیکن اس سے مسافروں کو بڑی راحت ملیگی - اس لئے زیادہ بہتر یہ ہے کہ آپ ۵—۵۰ کے بجائے ۸ بجے اور ۱۱ کے بجائے ۹ یا ساڑھے ۹ بجے یہ ٹرین چلایا کریں جیسے کہ پہلے وہ چلتی تھیں - اس سے ٹورسٹس سے جہاں وہاں کی جنتا کو فائدہ ہوگا وہاں آپ کی کچھ آمدنی بھی بڑھیگی -

چوتھی بات جو میں عرض کرونگا وہ یہ ہے کہ آپ ایک ہی ٹرین میں ایرکنڈیشنڈ بوگی لگاتے ہیں - کاشمیر میل میں ایک بوگی لگاتے ہیں - میں گذارش کرونگا کہ اگر گنجائش ہو یہ ڈیپنڈ کرتا ہے آپ کی گنجائش پر اگر ممکن ہو سکے تو آپ شرینگر ایکسپریس میں بھی کم از کم ایک بوگی کا انتظام کریں - ایسا اس لئے ہے کہ اگر ایک گاڑی مس ہو جائے تو دوسری گاڑی کی دقت ہو جاتی ہے -

میں اس موقعہ پر زیادہ وقت نہیں لونگا اور چار ساڑھے چار منٹ میں ہی اپنی بات ختم کر دونگا - میری عرض یہ ہے کہ جب یہ وقت کم کرنا ممکن ہو سکا اور ۲۰۰ سال کو ۵۰ سال میں ریڈیوس کر دیا گیا ہے جو کہ بہت عمہدہ بات ہے تو چونکہ ریلوے منسٹر شری پناچا اس وقت یہاں پر موجود نہیں ہیں اس لئے ان کی طرف سے بیٹھے ہوئے منتری صاحب سے میں گذارش کرونگا کہ وہ اس کونشچن کو پھر سے کنسیڈر کریں اور جتنا یہ وقت وقت کم ہو سکتا ہے اتنا کم اس کو کیا جائے - میں سمجھتا ہوں کہ آپ کو مشکلیں ہیں پیسے کی ڈیفکلٹی ہے سامان کی ڈیفکلٹی ہے اور وہاں کا ٹرین بھی ڈیفکلٹ ہے - میں چاہتا ہوں کہ اس طرف بھی توجہ دی جائے

[شری غلام محمد بخشی]

لیکن وہ ریل ہم کو نہ دی جائے جس کی کہ چرچا ابھی شاستری جی کر رہے تھے - اگر وہ دینی ہے تو پھر یہیں سے ہمارا اس کو پرنام ہے -]

श्री ओंकार लाल बोहरा (चित्तौड़गढ़) रेलवे बजट पर बोलते हुए मैं माननीय रेलवे मंत्री महोदय का ध्यान अपने पिछले वर्ष के निवेदन पर दिलाना चाहता हूं ।

राजस्थान दुर्भाग्य से उन राज्यों में है जोकि मध्यप्रदेश के बाद सबसे बडा राज्य होते हुए भी वहां पर प्रति 1000 वर्गमील के पीछे सब से कम रेलवे लाइन की व्यवस्था है । इसके कई कारण हैं । वहां रेगिस्तानी हिस्सा है पहाडी इलाका है और सबसे बडा कारण यह है कि वह देशी रजवाड़ों का हिस्सा था जब तक देशी रजवाड़े आजादी के बाद संयुक्त नहीं हुए तब तक वहां कोई जनता की आवाज नहीं थी जनता के सुख सुविधाओं की चर्चा तक नहीं थी लेकिन आजादी के बाद यह विश्वास हो चला कि हमारा रेलवे बोर्ड रेलवे मंत्रालय और भारत सरकार इस ओर ध्यान दे रही है । आजादी की प्राप्ति के बाद यह अहसास उन रेगिस्तानी इलाकों के रहने वालों को लगा कि वह भी आजाद हैं और यह कि उनकी ओर तवज्जह दी जा रही है ।

लेकिन दुर्भाग्य की बात यह है कि हमारा रेलवे मंत्रालय रेलवेज तक को एक व्यापारिक प्रतिष्ठान के रूप में देखता है । मेरा निवेदन यह है कि रेलवेज हमारा राष्ट्रीय व्यापारिक प्रतिष्ठान नहीं है बल्कि वह हमारा राष्ट्रीय सेवा संस्थान है ।

जब भी हम यहां पर रेलवे लाइन के लिए बात करते हैं तो उसे न मानने का उनका आधार यह होता है तर्क यह होता है कि यह रेल अलाभकारी है, यह रेल उपयोगी नहीं है या इस रेलवे से हमें कोई लाभ नहीं है । मैं निवेदन करना चाहता हूं कि हमारे रेलवे मंत्री श्री पुनाचा और रेलवे बोर्ड इस बात को पहले बुनियादी तौर पर स्पष्ट करें और यह स्वीकार करें कि रेलवे हमारा व्यापारिक प्रतिष्ठान नहीं है बल्कि रेलवे हमारा सार्वजनिक राष्ट्री सेवा संस्थान है । इसलिए कोई भी चीज़ मांगी जाय या कोई भी सुविधा जब चाही जाती है तो उसका उत्तर यह नहीं दिया जाना चाहिए कि यह अलाभकर है या यह ठीक नहीं है । यह कोई ऐसा व्यापार नहीं है जिसमें घाटे और मुनाफे की चर्चा करनी होती है । यह दरअसल में जनता की सेवा है । जनता के आवागमन सम्बन्धी सुख, सुविधाओं के लिए यह रेलवेज भारत सरकार के अधीन चल रही है । मैं यह निवेदन करना चाहता हूं कि हमें केवल कुछ व्यक्तियों के सुख सुविधाओं की चिन्ता न करके रेलवेज का दृष्टिकोण आम लोगों को सुख, सुविधाएं पहुंचाने का होना चाहिए । यह जो हम कुछ डिब्बों को एयर-कंडिशंड बनाते हैं या कुछ इलाकों के अन्दर तेज़ रफ्तार की गाड़ियां चलाते हैं या कुछ जगहों पर हम और सुविधाएं प्रदान करते हैं तो यह जो हमारा एक दृष्टिकोण है कि हम कुछ जगहों पर और कुछ लोगों को सुविधाएं देना चाहते हैं लेकिन लाखों, करोड़ों लोगों को जिनके कि यहां अभी तक रेल की सुविधा भी नहीं पहुंची है उनकी तरफ हम उपेक्षा और उदासीनता बरतते चले जा रहे हैं वह एक उचित और सही दृष्टिकोण नहीं है । इसलिये मैं खास तौर पर अपने पुनाचा साहब स निवेदन करना चाहूंगा कि आप ऐयर कंडिशंड कोचेज़ लगाना बंद कीजिये, तेज़ रफ्तार की गाड़ियां भले ही चलाना बन्द कर दीजिये लेकिन उन लोगों को रेल की सुविधा अवश्य दीजिये जिनके कि यहां लोगों ने हजारों वर्षों से रेल के दर्शन ही नहीं किये हैं ।

खास तौर से मैं इस सम्बन्ध में आप का ध्यान राजस्थान के ऐसे इलाके की तरफ खींचना चाहता हूं । सन् 1948 के अन्दर रेलवे बोर्ड ने चित्तौडगढ़ कोटा रेलवे लाइन

[श्री ओंकारनाथ बोहरा]

की स्वीकृति दी थी । रेलवे बोर्ड ने केवल स्वीकृति ही नहीं दी थी अपितु अपना सामान भी भेज दिया था । उसके बाद भारत सरकार के रेलवे मंत्री श्री जगजीवन राम, स्वर्गीय श्री लाल बहादुर शास्त्री और डा० राम सुभग सिंह भी वहीं पर गये और उस रेलवे लाइन की स्थापना के बारे में भी घोषणा की तो भी दुर्भाग्यवश वह लाइन नहीं बन पाई है जब इस के पहले डा० राम सुभग सिंह रेलवे मंत्री होते थे तो उन्होंने भी बूंदी में कोटा और चित्तौड़गढ़ में उस इलाके में रेलवे लाइन चलाने के बारे में सभी लोगों के बीच में इस बात की घोषणा कर दी थी कि चित्तौड़-गढ़ और कोटा रेलवे को शीघ्र ही चालू किया जायेगा लेकिन वह अभी तक नहीं हो पाई है ।

जैसा कि अभी शास्त्री जी ने कहा था मुझे एक ऐसा उत्तर मिला कि यह रेलवे लाइन अनुपयोगी है, अलाभकर है तो मैं घोष साहब से यह निवेदन करूंगा कि वह जाकर इस चित्तौड़गढ़ और कोटा लाइन वाले क्षेत्र को देखें । इन पिछले 15 वर्षों के अन्दर यह इलाका औद्योगिक दृष्टि से बहुत आगे बढ़ चुका है । आज कोटा राजस्थान का सबसे बड़ा औद्योगिक सेंटर बन गया है । चित्तौड़गढ़ और कोटा के बीच में कच्चे माल की पैदावार भी बहुत बढ़ती जा रही है ऐसी स्थिति में पूरी-पूरी जानकारी लिये बिना, सर्वे किये बिना यह कहना कि वह लाइन अलाभकर सिद्ध होगी मैं समझता हूं कि यह हमारे अज्ञान का सूचक है । मेरा निवेदन है कि केवल नीचे के अधिकारियों की रिपोर्ट के आधार पर ही हमें स्टीरोटाइप उत्तर नहीं मिलना चाहिये क्योंकि हम अपने निर्वाचन क्षेत्रों के मतदाताओं का प्रतिनिधित्व करते हैं । हम उस क्षेत्र में घूमते हैं और इस कारण अपने निर्वाचन क्षेत्र की विविध समस्याओं को भली भांति जानते हैं इसलिए यह जो एक नौकरशाही का पुराना रवैय्या चला आ रहा है वैसा टेकनिकल उत्तर देकर हमें संतुष्ट करने की मंत्री महोदय कृपा न करें ।

जैसा कि मैंने पहले कहा था रेलवे हमारा व्यापारिक संस्थान नहीं है बल्कि वह हमारा सेवा संस्थान है इसलिए कोई भी बात जब हम रेलवेज़ के बारे में सोचें तो हम पहले जनता के हित को अपने दिमाग में रख कर सोचें कि इससे साधारण आदमियों को कहां तक लाभ पहुंचेगा । इस दृष्टि को रख कर नहीं सोचना चाहिए कि उससे हमारे अधिकारी लोग नाराज़ हो जायेंगे या यह कि वैसा करने से हमारे बजट का खर्च बढ़ जायगा । यह ठीक है कि रेलवेज़ के अन्दर लाखों कर्मचारी काम कर रहे हैं, लाखों करोड़ों का उसका खर्चा है और सरकार को उन लाखों कर्मचारियों के सुख, सुविधाओं की चिन्ता करनी चाहिये लेकिन हमारे करोड़ों देश के जो आम व्यक्ति हैं उनकी चिन्ता और उन्हें राहत पहुंचाने की चिन्ता सरकार को पहले करनी चाहिए । आज हमारे थर्ड क्लास के अन्दर सफर करने वाले यात्रियों की क्या हालत है ? इसे तृतीय श्रेणी के डिब्बों के अन्दर पशुओं से भी बुरी तरह से मनुष्यों को भरा जाता है । आज उन में इतनी भीड़ रहती है, और लोगों को इतनी परेशानी रहती है जिस का ठिकाना नहीं है । उन की सुख सुविधाओं को बढ़ाने के लिये पिछले बीस वर्षों में कोई सन्तोषजनक काम नहीं हुआ है, उन को कोई विशेष लाभ पहुंचाने की चेष्टा नहीं की गई है । आपने संसद् सदस्यों को प्रथम श्रेणी का पास क्यों न दिया हो, लेकिन जब तक तृतीय श्रेणी के लोगों को सुविधायें नहीं देंगे, तृतीय श्रेणी के यात्रियों की सुविधाओं को नहीं बढ़ायेंगे, तब तक रेलवे जनता की कोई बहुत बड़ी सेवा नहीं कर पायेगी ।

मैं श्री पुनाचा की रेलवे को इस बात के लिय धन्यवाद दूंगा कि जब पाकिस्तान का हिन्दुस्तान पर आक्रमण हुआ तब उसने एक डिसीजन लिया था कि सीमा क्षेत्र में एक रेलवे का निर्माण किया जायेगा मैं उनको बधाई देता हूं कि उन्होंने बड़ी तत्परता से जैसलमेर से पोकरण तक की सीमावर्ती रेल

[श्री ओंकारलाल बोहरा]

निकाल कर बहुत बड़ा काम किया है। चाहे वह डिफेन्स प्वाइंट आफ व्यू से हो या किसी और कारण से हो।

चित्तौड़गढ़ और कोटा की रेलवे लाइन के बारे में मुझे यह कहना है कि सन् 1948 में उसको रेलवे बोर्ड ने स्वीकार कर लिया था। उसके बाद श्री लाल बहादुर शास्त्री और वर्तमान रेलवे मंत्री के पहिले के रेल मंत्री श्री जगजीवन राम ने भी बार-बार इसकी चर्चा की थी। मैं जानता हूं कि आज सरकार के सामने आर्थिक कठिनाइयां हैं, लेकिन फिर भी उससे हमको यह उत्तर नहीं मिलना चाहिये कि यह लाइन अलाभकारी है क्योंकि आप इसका अच्छी तरह से सर्वे करा चुके हैं। अगर आप और कुछ नहीं कर सकते तो कम से कम इस बजट में उस की पुनः सर्वे कराइये और इसके प्रति सहानुभूतिपूर्ण दृष्टिकोण रखिये क्योंकि जब तक हम उस क्षेत्र के रहने वालों के लिये कोई सन्तोषजनक योजना नहीं बनायेंगे, जब तक उन लोगों के बारे में नहीं सोचेंगे, तब तक मैं नहीं समझता कि रेलवे मंत्रालय या रेलवे बोर्ड उनकी कोई बहुत बड़ी सेवा कर पायेगा।

मैं संक्षेप में कहना चाहता हूं कि राजस्थान में केवल एक छोटा सा हिस्सा है दिल्ली से कोटा तक जो कि ब्राडगेज है। आप पिछड़ा राज्य होने के नाते इसकी तरफ विशेष ध्यान रखिये। कोटा के अलावा जयपुर, जोधपुर, उदयपुर, बीकानेर, अजमेर आदि आज ब्राडगेज पर नहीं हैं। उनको ब्राडगेज की सुविधायें दी जायें ताकि माल के आवागमन में भी सुविधा हो जाये।

अभी अहमदाबाद से दिल्ली तक ट्रेन जाती है, लेकिन अगर एक आदमी खेरवाड़ा से चले, जो कि एक आदिवासी क्षेत्र है, तो उसको उदयपुर में गाड़ी बदलनी पड़ती है, फिर चित्तौगढ़ में गाड़ी बदलनी पड़ती है उसके बाद अजमेर में बदलनी पड़ती है। आज जो गाड़ी अहमदाबाद से चलती है वह उदयपुर में रुक जाती है फिर उदयपुर से चल कर चित्तौड़गढ़ में रुक जाती है, उसके बाद अजमेर में रुक जाती है। इसलिये ट्रेन को आप अहमदाबाद से दिल्ली तक सीधी चला दें तो वहां के आदिवासी क्षेत्र को बड़ा लाभ होगा।

अन्त में मैं आप से निवेदन करना चाहता हूं कि आप चित्तौड़गढ़ से कोटा तक की लाइन अगर बनायें नहीं इस बजट वर्ष में, तो कम से कम उसका सर्वे दुबारा करवा लें। मैं आशा ही नहीं करता हूं, मेरा पक्का विश्वास है कि आज से पूर्व रेलवे मंत्री की हैसियत से डा० राम सुभग सिंह ने, स्वर्गीय नेता श्री लाल बहादुर शास्त्री ने जो आश्वासन किसानों से किये थे, उन को पूरा किया जायगा ताकि वहां के मतदाताओं को सन्तोष हो सके। अगर वर्तमान, रेलवे मंत्री पूर्व घोषणाओं को पूरा करने की परम्परा का पालन करते हैं, तो वह कम-से-कम इस रेलवे लाइन के लिये कुछ रुपया जरूर निर्धारित करें तथा उसका सर्वे करायें और यह आश्वासन दें कि कि इस रेलवे लाइन को जरूर हाथ में लिया जायेगा।

MR. CHAIRMAN : Now, Shri Saminathan. His party has only 2 minutes left.

SHRI SAMINATHAN (Gobichettipalayam) : *At the outset I am much thankful to the Chairman for having allowed me to take part in the Railway Budget discussion on behalf of D.M.K. Party.

The Hon'ble Minister is looking nice and sweet but his budget has severely affected the poor and middle class people. The Railway Minister has shown a deficit of 27 crores of rupees and to meet this deficit he has raised the fare of the Railway tickets including the platform ticket. This will really affect the lower class much. Anyway he has shown a surplus of 1 crore of rupees. Thereby he is incurring the displeasure of the people and no one will be proud of the budget.

*The original speech was delivered in Tamil.

The Hon'ble Minister knows that the Tamil Nad is now ruled by the D.M.K. having Avignar Anna as the Chief Minister. The Transport Minister of Tamil Nad, Mr. Karunanithi has nationalised the bus route running beyond 75 miles. Besides he has proved the running of buses profitable even after the reduction of bus fare to a considerable level. I also wish to inform the Hon'ble Minister that the bus fare in Tamil Nad is less than the Railway fare. This has been stated by the former speakers of the D.M.K. Party.

The Hon'ble Minister has stated that he is going to dismantle uneconomic routes in Tamil Nad. This is highly condemnable. My friend Mr. Maran challenged the Railway as to whether he is prepared to lay down the papers in the House, showing the uneconomic routes throughout the Indian Union.

I request the Hon'ble Minister to give up the idea of dismantling the Ooty Railway line. What Taj, Kashmir, Simla etc. are to North is Ooty in South. Here I want to make a mention that the Central Government get crores and crores of rupees by way of central tax because of the tea and coffee plantations in Nilgiri District.

As Taj Express in Delhi, Ooty Express is also appreciable. This will increase the National income. More foreigners are used to visit the place.

I also condemn the imposition of Hindi in Railways. For example, in Engineering Colleges, the students are directed to pass the Pravin Examination. This is condemnable.

The Minister should see that the erased Hindi letters in Tamil Nad Railway station should not again be rewritten. If the Minister does not heed to this, there will be another agitation.

I also condemn the Minister for having changed the name of Kallakkudi to Dalmiapuram. There was no agitation for the change of name, Mr. Karunanidhi, the Minister for Transport had even gone to the extent of risking his life in the Railway tract. This happened in 1953.

There was also firing as a result of which two innocent people died. The people of Tamil Nad would have accepted to have the name of Kamaraj or Rajaji Nagar instead of Dalmiapuram which is named by a capitalist.

I once again request the Hon'ble Minister to change the name of Dalmiapuram to Kallakkudi. The State Government has also sent a letter as to this.

I thank you for the time given to me.

MR. CHAIRMAN: Now, Shri Mohammad Ismail. He can have only 8 minutes.

I think the Hon. Member who spoke previously in Tamil should teach me at least the interpretation of the English words 'Please conclude' in Tamil.

श्री मुहम्मद इस्माइल (बैरकपुर): सभापति महोदय, इस आखिरी वक्त में आपने मुझे बोलने का मौका दिया है, इसके लिए मैं आपको धन्यवाद देता हूं। चूंकि समय कम है इस वास्ते मैं मुख्तसिर में अपनी बात को कह दूंगा। चूंकि रेलवे एक बहुत ही इम्पार्टेंट सैक्टर है यह जनता की भलाई के लिए चलाई जा रही है इस वास्ते इसमें जन साधारण का, इस में अव्वाम का सहयोग लेना बहुत आवश्यक है। मंत्री महोदय ने भी जनता का सहयोग और समर्थन इसके लिए मांगा है। यह कुदरती बात है। लेकिन मुझे इसके बारे में कहना यह है कि जिस तरह से रेलवे आर्गनाइजेशन इस वक्त चल रहा है, क्या उसको देखते हुए आपको सहयोग और समर्थन जन साधारण का मिल सकता है? यह डिपार्टमेंट किस तरह से चल रहा है। ब्रिटिश साम्राज्यवादियों के चले जाने के बाद आज भी उनकी यह निशानी यहां मौजूद है, जिस तरह से उनके ज़माने में काम होता था इस रेलवे डिपार्टमेंट में उसी तरह या उससे भी खराब

[श्री मुहम्मद इस्माइल]

ढंग से अब काम होता है। रेलवे बोर्ड की जो पुराने जमाने में आदत थी, अंग्रेजों के ज़माने में आदत थी, वही आदत आज भी चली आ रही है। उसको जनता की सहानुभूति प्राप्त करने की कोई आवश्यकता महसूस नहीं होती है। उसका काम करने का ढंग ऐसा है कि जनता की सुनो मत, उसकी तरफ देखो मत, और अपना काम किये जाओ। अपना बजट देखो, अपना हिसाब किताब देखो, और अपने तरीके से चले जाओ। जनता जो चाहती है उसको मत सुनो और अपने तौर से चलते जाओ। आजादी के बाद भी यही मनोवृत्ति कायम है।

जो बजट पेश किया गया है इसके बारे में अगर जनता से पूछा जाए तो आप सच मानिये कि उसकी समझ में वह नहीं आ सकेगा और वह इससे सन्तुष्ट नहीं है। आप आज आम जनता की हालत को देखें, उसकी अवस्था को देखें और देखें कि क्या उसका कोओप्रेशन इन हालात में आपको प्राप्त हो सकता है, क्या जनता की सहानुभूति प्राप्त हो सकती है। और आप यह भी देखें कि रेलवे बजट यहां पेश तो होता है लेकिन रेलवे के खर्च का जो आडिट होता है, उस आडिट की रिपोर्ट सदन में पेश नहीं की जाती है। आडिट रिपोर्ट को तो कम से कम सदन में पेश किया जाए, मैम्बर्ज को उसको दिखाया जाए ताकि उनको मालूम हो कि किस तरह से आप रुपया खर्च कर रहे हैं। आज तक यह आपके लिए सम्भव नहीं हो सका है। जब तक यह नहीं होता है अव्वाम की सहानुभूति आपको प्राप्त नहीं हो सकती है, अव्वाम का कोओप्रेशन आपको प्राप्त नहीं हो सकता है।

जहां तक रेलवे वर्कर्स का सम्बन्ध है, जहां तक एम्प्लायीज का सम्बन्ध है, सभी एम्प्लायीज को आपने डिमारेलाइज करके रख दिया है। आपको चाहिये था कि आप उनके अन्दर उत्साह पैदा करते लेकिन आपने उनको डिमारेलाइज कर दिया है। आज उनके अन्दर उत्साह नहीं है। वे समझते हैं कि वे डेढ़ सौ या दो सौ या तीन सौ तक जायेंगे और वहीं तक जा कर उनकी कब्र बनेगी। उनका कोई भविष्य नहीं है। उनके लिए प्रोमोशन के कोई ऐवेन्यूज़ नहीं हैं। कोई इनिशिएटिव एफिशेंसी दिखाने का आपने उनके लिए नहीं छोड़ा है। अगर वे एफिशेंसी दिखलायें भी तो भी उनके लिए प्रोमोशन का कोई एवेन्यू नहीं है। ब्रिटिश काल में यह होता था कि एक जो क्लर्क होता था या कोई दूसरा होता था उसको प्रोमोशन पर दूसरे डिपार्टमेंट में जाने का अवसर रहता था, हायर पोस्ट पर उसको ले लिया जाता था लेकिन आजादी के बाद, स्वाधीनता मिलने के बाद इस तरह की तमाम चीज़ों को खत्म का दिया गया है। आज डायरेक्ट रिक्रूटमेंट आफिसर्स का होता है, बराहेरास्त सीधे अफसरों को ले लिया जाता है और उनको एक दो बरस में और प्रोमोशन दे दी जाती है लेकिन जो नीचे के आदमी होते हैं, उनको कोई चांस प्रोमोशन का नहीं दिया जाता है। उनको यही कहा जाता है कि तुम जनता का विश्वास प्राप्त करो, जनता की सुविधा के लिए गाड़ी चलाओ। यही हाल ट्रेफिक डिपार्टमेंट में है, यही लोको डिपार्टमेंट में है, यही हाल इंजीनियरिंग डिपार्टमेंट वालों का है। उनका भविष्य अन्धकारमय है। वे सोच भी नहीं सकते हैं कि अगर वे एफिशेंसी दिखायें भी तो वे बड़े से बड़े अफसर बन सकते हैं। यह जो जनरल पालिसी रेलवे बोर्ड की है इसको बदला जाना चाहिये। मैं चाहता हूं कि मिनिस्टर साहब इसकी तरफ खास ध्यान दें।

मैं दो तीन मिसालें देना चाहता हूं। हमारे जो मिनिस्टर आफ स्टेट हैं वह बड़े आदमी हैं और हमारे प्रान्त के हैं। जहां से वह आते हैं वहां मेरी यूनियन भी है और मैं उस यूनियन का प्रेजीडेंट हूं। उनको मैं अच्छी तरह से जानता हूं। वह बेचारे सीधे सादे हैं और बड़ा उत्साह ले कर आए थे कि जरूर वह जनता की भलाई के काम करेंगे, जनता

की सेवा करेंगे । कई चीजें थीं जिन के बारे में इन्होंने कहा था कि ये बड़े जोरों से उनके बारे में लड़ेंगे । मैं उदाहरण देता हूं । पानी-हाटी के करीब थोड़ी-सी जमीन पड़ी हुई है । वहां पर म्यूनिसिपैलिटी ने कहा कि यहां पर अगर मार्किट बन जाए तो हज़ारों आदमी जो रिफ्यूजी हैं उनको जगह दी जा सकती है, उनको बसाया जा सकता है, इसके बारे में उस ने भी और और लोगों ने भी दरख्वास्तें दी, पैटीशन दीं । जवाब दे दिया गया कि जमीन को इसलिए रखा गया है कि यह इम्प्रूवमेंट करने के लिए काम में आएगी । लेकिन अभी तक भी यह इसी तरह से पड़ी हुई है और किसी काम में नहीं लाई गई है । उस तरफ कोई ध्यान नहीं दिया गया है ।

मैं एक और मिसाल देना चाहता हूं । एमरजेंसी के वक्त में साठ के करीब इंजीनियर भरती किए गए थे । चार साल उन्होंने काम किया । उसके बाद उनका केस सर्विस कमिशन के पास कनफर्मेशन के लिए भेजा गया । जब उनको कनफर्म किया गया तो उनकी चार साल की नौकरी को काउंट ही नहीं किया गया । इसी तरह ड्राफ्टसमैन भरती किए गए थे । पांच साल उन से काम करवाया गया । जब उनके केस को कनफर्मेशन के लिए सर्विस कमिशन के पास भेजा गया तो उनकी पांच साल की सर्विस को काउंट ही नहीं किया गया । हर डिपार्टमेंट में ऐसे किया जाता है । इन मामलों में चाहे मंत्री महोदय समझते हों कि ज्यादती है लेकिन रेलवे बोर्ड के सामने वे कुछ नहीं कर सकते हैं ।

16.40 hrs.

[MR DEPUTY SPEAKER *in the chair.*]

रेलवे बोर्ड में सब धुरन्धर बैठे हुए हैं । वहां पर एक गंगोली साहब, स्टाफ मेम्बर हैं । वहां पर मिनिस्टर साहब को समझा दिया जाता है कि आप नए हैं हमारा पच्चीस साल का तजुर्बा है । आप ऐसा नहीं, ऐसा करो । मैम्बर जब कह देता है तो जो जो मामला बना हुआ भी होता है, वह भी उलट जाता है, जो निर्णय मिनिस्टर ने ले लिया होता है, उसको भी बदल दिया जाता है ।

रेलवे बोर्ड ने अपना साम्राज्य कायम कर रखा है । मंत्री बादशाह है और उनका वजीर है रेलवे बोर्ड । बादशाह जब कहता है कि यह करो तो उनको वजीर समझा देते हैं कि यह नहीं, इसको इस तरह से करो और राजा मान जाता है ? जनता जो कहे उसको मत मानो, हम जो कहें, उसको मानो । एक नई रेलवे लाइन के बारे में बरसों से जनता कहती आ रही है, जनता की आवाज उठती आ रही है लेकिन आज तक उसके बारे में कुछ ध्यान नहीं दिया गया है । बालूघाट से हीली तक रेलवे के बारे में कहते आ रहे हैं जोकि वैस्ट दीनाजपुर में है लेकिन इसकी तरफ कोई ध्यान नहीं दिया गया है । यह बोर्डर के करीब है । जनता इसके बारे में चिल्लाती आ रही है लेकिन कोई ध्यान दिया नहीं गया है । क्या इसी तरह से आप जनता की सहानुभूति प्राप्त करना चाहते हैं ? एफिशेंसी दिखा कर वर्कर को प्रोमोशन नहीं मिलता है, उसको कोई मौका ही नहीं कि वह आगे बढ़ सके तो क्यों वह एफिशेंसी दिखायेगा ? सब को आपने डिमा-रेलाइज करके रख दिया है । नीचे से लेकर ऊपर तक सब अफसर घंटी बजाते रहते हैं और दूसरों से काम निकलवाते रहते हैं । जो काबिल आदमी है उसकी काबलियत को कभी स्वीकार नहीं किया जाता है । अगर आप रेलवे में काम कर रहे वर्कर से पूछेंगे तो वह यही आपको कहेगा कि उसका भविष्य कुछ नहीं । इसका नतीजा यह होता है कि वह काम भी करना नहीं चाहता है । अगर सामान पड़ा हुआ है और वह चोरी हो जाता है तो वह कोई परवाह ही नहीं करता है । वह समझता है कि चोरी होता है तो होने दो ।

स्टोरों का जहां तक सम्बन्ध है करोड़ों रुपये का माल वहां जमा रहता है । कोई परवाह नहीं की जाती है, कोई चैकिंग नहीं की जाती है । जब वह पुराना हो जाता है तो दस हजार के माल को दो सौ में बेच दिया

[श्री मुहम्मद इस्माइल]

जाता है, आकशन कर दिया जाता है, डिस-पोजल में दे दिया जाता है है। चैकिंग का कोई प्रबन्ध नहीं है। फिजिकल वेरीफिकेशन कोई करता ही नहीं है। रेलवे बोर्ड क्या इसको करेगा? वह कैसे कर सकता है, उसके पास इतना समय कहाँ है? जनता के प्रतिनिधि करेंगे? वे कर सकते हैं लेकिन उनको ऐसा करने का अधिकार ही नहीं है। इस वास्ते हम को भी चुप हो कर बैठ जाना पड़ता है। जब कभी सवाल किया जाता है इस स्टोर के मामले के बारे में तो कह दिया जाता है कि इनक्वायरी हो रही है और रिपोर्ट को सभा पटल पर रख दिया जाएगा। लेकिन रिपोर्ट को कभी सभा पटल पर रखा ही नहीं जाता है। इन सब चीजों को देखकर मनुष्य का जो उत्साह होता है वह मारा जाता है। इन सब चीजों को मंत्री महोदय को देखना पड़ेगा।

अब मैं आटोमेशन के बारे में कुछ कहना चाहता हूं। जो हिसाब रेलवे बोर्ड को जाता है वह तमाम हिन्दुस्तान की जो रेलवे है उसका जाता है। कम्प्यूटर आपने लगा दिये हैं, आटोमेशन को आपने इंट्रोड्यूस कर दिया है और वही सारा हिसाब किताब करते हैं। जितना हिसाब किताब है उसको सिवाय मैम्बर के और कोई नहीं जानता है। उसके आधार पर ही बजट बनता है। जहां कम्प्यूटर है अब वहां क्लर्क नहीं है। कम्प्यूटर से काम लेंगे तो गलतियां भी हो सकती हैं। अब गलतियों के लिए कौन जिम्मेवार होगा? अगर क्लर्क कहता था तो उससे गलती के बारे में पूछा भी जा सकता था कि तुमने गलती कैसे की है। अब कोई चैक नहीं है, चैकिंग का कोई बन्दो-बस्त नहीं है।

आपने एनफोर्समेंट डिपार्टमेंट (ए० आर० पी० एफ०) रखा है। लोगों का आम तौर से कहना यह है कि यह कुरप्शन का राजा है, यह चोर पैदा करने वाला डिपार्टमेंट है। चोरी करने वाले आर्गेनाइज्ड गैंग होते हैं। ये गैंग गाड़ी को खड़ी कर लेते हैं और प्रोटैक्शन फोर्स वालों के सामने रहते हुए भी माल को ले जाते हैं। सब इसको जानते हैं। मेरे प्रोविंस में इस तरह की घटनाएं बेलघोरिया, नार-कुनडागा आदि में होती रहती हैं। जब इनके बारे में ध्यान दिलाया जाता है तो कह दिया जाता है कि यह अलग डिपार्टमेंट है, इंडिपेंडेंट डिपार्टमेंट है। आपके डिपार्टमेंट से इसका कोई ताल्लुक नहीं है। यह एक इंडिपेंडेंट फोर्स है और यह चोरों का राजा बन गया है। यह जो ए आर पी है इसकी इनक्वायरी होनी चाहिये। चैकिंग का प्रबन्ध ठीक से होना चाहिए।

जहां तक सी० सी० एस० के अन्दर ए ग्रेड का सम्बन्ध 80 से 180 का जो ग्रेड था उसको तीन सौ तक ले जाने का फैसला हो गया था। लेकिन उसके बावजूद भी सब को 180 पर रोक दिया गया है और ऊपर का जो काम है वह इन क्लर्कों पर लाद दिया गया है और यह कह दिया गया है कि मामला खत्म हो गया है। तीन सौ तक ग्रेड को ले जाने का सवाल खत्म हो गया है। यह उन लोगों के साथ बेइंसाफी चल रही है। कहां से वे न्याय प्राप्त कर सकते हैं, कहां से फैसला इसके बारे में करवा सकते हैं, कुछ पता नहीं चलता है।

हम पार्लियामेंट के मेम्बरों को यह अधिकार नहीं है कि हम किसी अफ़सर के पास जा कर उस से कुछ पूछें। अगर किसी अफ़सर से मिलने की कोशिश की जाये, तो उस का पी० ए० कहता है कि वह कहीं गया है, उस के पास टाइम नहीं है, बहुत बिज़ी हैं वगैरह। एक दिन मैं रेलवे बोर्ड के मेम्बर, स्टाफ के पास गया और ड्राफ्ट्समैन की समस्या के बारे में पूछा। उन्होंने कहा कि मैं तो मशीन हूं जो ऊपर से आयेगा, मैं उस पर दस्तखत कर दूंगा।

इसी तरह कुछ दिन पहले पार्लियामेंट के एक मेम्बर ने चार पांच आदमियों को चिट्ठी दे कर भेजा, जिन में यूनियन का सेक्रेटरी भी था, ताकि वे रेलवे बोर्ड के मेम्बर, स्टाफ से बात करें। लेकिन उस ने उन लोगों को

अपने घर से बाहर निकाल दिया और उस चिट्ठी को फेंक दिया।

श्री दी० चं० शर्मा : उस अफसर का नाम बताइये।

श्री मुहम्मद इस्माइल : आनरेबल मेम्बर मेरे पास आयें, मैं उन को सब कुछ बता दूंगा।

आज जनता की यह मांग है कि देश की जो सम्पत्ति है, उस की पूरी तरह से चेकिंग और देख-भाल की जाये। इस लिए एक एन्क्वायरी कमेटी बनाई जानी चाहिए, जिसमें पालियामेंट के मेम्बर हों। वह कमेटी रेलवे की सारी सम्पत्ति, स्टोर्ज और स्टाफ के साथ होने वाली बेइन्साफियों की जांच करे। आज हमारी जनता की यह हालत है कि वह सोचती है कि अगर किसी नई लाइन के लिए दरख्वास्त दी जाये, तो कोई उस को नहीं सुनेगा। जब हम इस हाउस के लिए चुने गए, तो हमें कहा गया कि अब आप कुछ काम करा सकेंगे। हम ने कहा कि पता नहीं हम कुछ करा सकेंगे या नहीं, लेकिन हम इस के लिए पालियामेंट में बोलेंगे जरुर, करना या न कुछ करना तो कांग्रेस पर है। मैं समझता हूं कि कि जब उसका पतन होगा, तब यह सब काम होगा।

श्री कांबले (लातूर) : उपाध्यक्ष महोदय, रेलवेज़ हमारे देश का एक बहुत महत्वपूर्ण अंग है। देश की राष्ट्रीय सम्पत्ति के रूप में उस को बहुत अधिक महत्व प्राप्त है। सामाजिक, आर्थिक और सांस्कृतिक दृष्टि से भी सारे देश से इस का सम्बन्ध है। यह बात समझ में नहीं आती है कि एक व्यापार और उद्योग के रूप में चलाए जाने वाले इस महत्वपूर्ण विभाग में घाटा क्यों हो रहा है। मंत्री महोदय ने अपने भाषण के पैराग्राफ 2 में कहा है, "1966-67 के लेखे बन्द करते समय घाटा पूर्वानुमानित 24 करोड़ रुपये से घट कर 18.27 करोड़ रुपये रहा, क्योंकि साधारण संचालन-व्यय में 5.75 करोड़ रुपए की बचत हुई। इस बचत का मुख्य कारण यह था कि वर्ष के अन्तिम सप्ताहों में कम कर्मचारियों की नियुक्ति की गई, ... ।"

जहां तक कर्मचारियों की संख्या का प्रश्न है, मैं समझता हूं कि रेलवेज़ का पूर्ण गठन ही साम्पत्तिक ह्रास का एक बहुत बड़ा कारण है। इस में रेल मंत्री, रेल राज्य-मंत्री, रेल उप-मंत्री से लेकर रेलवे बोर्ड के सदस्य निदेशक, महानिदेशक, महाप्रबन्धक आदि असंख्य अफ़सर और कर्मचारी सम्मिलित हैं। इस सम्बन्ध में मैं रेलवे बोर्ड का जिक्र खास तौर पर करना चाहता हूं, जिस पर 1,39,93 हजार रुपये खर्च होता है। मंत्री महोदय को इस बात पर विचार करना चाहिए कि क्या वास्तव में रेलवे बोर्ड की कुछ आवश्यकता है। हम देखते हैं कि हमारे देश में कृषि मंत्रालय और वाणिज्य मंत्रालय आदि कई मंत्रालय काम कर रहे हैं, लेकिन उनमें ऐसा कोई बोर्ड नहीं है, जिस के हाथ में इतनी ताकत हो। केवल रेलवेज़ ही ऐसा विभाग है, जिस में रेलवे मंत्रालय भी काम करता है और उस के अलावा रेलवे बोर्ड भी काम कर रहा है, जिस पर इतना रुपया व्यय किया जाता है। रेलवे बोर्ड में फिनांशल कमिश्नर को चार हजार रुपये और चैयरमैन को साढ़े तीन हजार रुपये वेतन मिलता है। इस प्रकार के और भी बहुत से उच्चाधिकारी हैं, जिनको बहुत अधिक वेतन दिया जाता है।

मैं यह निवेदन करना चाहता हूं कि रेलवेज़ को नौ जोन्ज़ (विभाग) में तकसीम किया गया है, जिन का काम जनरल-मेनैजर्ज की देख-रेख में होता है। उन के सहायक भी काम में हाथ बंटाते हैं। इस के अतिरिक्त रेलवेज़ के विभिन्न डिपार्टमेंट अपना-अपना काम करते हैं; यह बात समझ में नहीं आती है कि इस सब के बावजूद रेलवे बोर्ड पर इतना खर्च करने की क्या जरूरत है। अगर मंत्री महोदय समझते हैं कि रेलवे बोर्ड को बनाए रखने की वाकई जरूरत है, तो उस के सब काम का जायजा ले कर उसके आकार में कमी

[श्री कांबले]

की जाये, अफ़सरों की संख्या में आवश्यक कमी की जाये, ताकि रेलवेज़ को जो घाटा हो रहा है, उस की पूर्ति हो सके ।

मंत्री महोदय ने अपने भाषण के पैराग्राफ 17 में कहा है, "भारतीय रेलों को भारी सामाजिक बोझ का वहन करना पड़ता है । ...विद्यार्थियों को किराये में भारी रियायतें दी जाती हैं । ....दैवी प्रकोप जैसे सूखा, अकाल, बाढ़ तथा तूफान से प्रभावित क्षेत्रों को, रेलें, अनाज, चारे, कपड़ों, कम्बलों, दूध के पाउडर, दवाइयों और नमक की ढुलाई मुफ्त करती रहीं ।" हो सकता है कि इन कारणों से रेलवे की आमदनी में कुछ कमी हुई हो । लेकिन इस के कुछ और भी कारण हैं, जिनकी ओर मंत्री महोदय को ध्यान देना चाहिये ।

उदाहरण के लिए सड़क-परिवहन के द्वारा माल के लाने ले जाने में वृद्धि हुई है । इस का कारण यह है कि रेलवेज़ द्वारा व्यापारियों का माल देर से और टूटी-फूटी हालत में पहुंचता है, जबकि ट्रकों आदि द्वारा माल सही सलामत गन्तव्य स्थान पर पहुंचा दिया जाता है, और उस में देरी भी नहीं होती है । यही वजह है कि आज कल लोगों में अपना माल रेलों के बजाए सड़क-परिवहन के द्वारा ले जाने की प्रवृत्ति बढ़ रही है, जिस के परिणाम स्वरूप रेलवेज की आमदनी में कमी हो रही है । रेलवे प्रशासन को इस बात की व्यवस्था करनी होगी कि रेलवेज़ द्वारा माल सुरक्षित, सही सलामत और शीघ्र पहुंचाया जाये, ताकि अधिक से अधिक लोग अपना माल रेलों के द्वारा ही भेजें ।

विद्यार्थियों को किराये में रियायत देना तो उचित ही है क्योंकि वे कमाते कुछ नहीं, लकिन इसके साथ यह भी आवश्यक है कि हर लाइन पर बिना टिकट प्रवास करने की जो प्रवृत्ति बढ़ रही है, उस की रोक-थाम की जाये । रेलवे प्रशासन के पास इस सम्बन्ध में जो वर्तमान प्रबन्ध है, या तो उस का ठीक और पूरा उपयोग कर के और या कोई नया स्पेशल डिपार्टमेंट बना कर बिना टिकट यात्रा को रोका जाना चाहिये, ताकि रेलवेज़ की आमदनी में वृद्धि हो ।

यह भी देखा गया है कि बहुत से स्टेशनों पर बड़े-बड़े चाय के दुकानदार, कंट्रेक्टर और कर्मचारी रेलवेज़ का कोयला ही इस्तेमाल करते हैं और कोई भी कोयला खरीदता नहीं है । इस बारे में पूरी तरह से जांच की जानी चाहिए और यह व्यवस्था करनी चाहिए कि कोई भी व्यक्ति या दुकानदार आदि इस प्रकार रेलवेज़ के कोयले का दुरुपयोग न कर पाए । मेरे ख्याल में स्टेशनों के आहाते में तो आज कल कोई भी कोयला खरीदता नहीं है, सब लोग अपनी भट्टियों में मुफ्त का कोयला जलाते हैं ।

मंत्री महोदय के भाषण के पैराग्राफ 25 में अलाभप्रद लाइनों को बन्द करने का ज़िक्र किया गया है । जिस लाइन पर माल की ढुलाई और यात्रियों का आना-जाना कम हो, उसको अलाभप्रद लाइन कह सकते हैं । लेकिन कुछ लाइनें ऐसी भी हैं, जो दूसरी लाइन के साथ न जोड़े जाने की वजह से अलाभप्रद हो जाती हैं । उदाहरण के लिए, जैसा कि मैंने पिछली बार भी कहा था कि विकाराबाद-परली की ब्राडगेज लाइन और मिरज-लातूर की नैरोगेज लाइन के बीच का अन्तर, जोड़ा जायेगा । लातूर रोड से लातूर का अन्तर, चौबीस किलोमीटर है । इन दोनों लाइनों को जोड़ा जाना चाहिये । लातूर मूंगफली की हिन्दुस्तान में सब से बड़ी मंडी है । वहां से देश-विदेश को भी माल भेजा जाता है ।

लेकिन तकलीफ इस बात की है कि वहां पर से जो माल भेजा जाता है बम्बई को तो बम्बई के रास्ते में वह कुरडुवाड़ी पर उतारना पड़ता है जो कि वहां तक छोटी लाइन है । उसके आगे फिर बड़ी लाइन है । तो मैं यह कहना चाहता हूं कि 24 किलोमीटर का जो अन्तर है लातूर रोड से लातूर तक जोड़ा जाये और

वहां लातूर से कुरद्वाड़ी तक उस को ब्राडगेज से जोड़ दिया जाय तो यातायात की दृष्टि से भी सुविधा होगी, व्यापारिक दृष्टि से भी सुविधा होगी और आप की आमदनी भी बढ़ेगी ।

दूसरी बात जिस की ओर मैं आप का ध्यान दिलाना चाहता हूं वह है रेल के किराये के संबंध में। किराये को भी आप ने बढ़ाया है। प्रत्येक यात्री टिकट पर 5 रुपये तक आप ने 5 पैसा बढ़ाया है और 5 रुपये से 15 रुपये तक 10 पैसा बढ़ाया है। मैं तो यह कहूंगा कि पांच रुपये तक जो बढ़ाया है वह बढ़ाने की आवश्यकता नहीं थी क्योंकि 5 रुपये तक के टिकट से यात्रा करने वाले नजदीक जाने वाले यात्री होते हैं जो ज्यादा पैसे वाले नहीं होते। उन के ऊपर बढ़ाना मुनासिब नहीं है। जो दूर जाने वाले होते हैं वह बिजनेस करने वाले और पैसे वाले होते हैं उन के ऊपर किराया बढ़ाना ठीक है लेकिन इन थोड़े अंतर वाले यात्रियों पर के ऊपर बढ़ाना ठीक नहीं है। प्लेटफार्म टिकट भी आप ने बढ़ाया है। प्लेटफार्म टिकट के बारे में कल हमारी एक बहिन कह रही थीं वह ठीक ही है उन का कहना कि बगैर प्लेट-फार्म टिकट के लोग अन्दर घुस जाते हैं और उन को वैसे ही छोड़ दिया जाता है। अब प्लेटफार्म टिकट का तो ऐसा है कि किसी को भेजना है, उस के भाई हैं या बहन हैं, घर के चार पांच लोग हैं, अब 20 पैसे का टिकट आप ने कर दिया तो 1 रुपये तो वैसे ही पड़ गया। मेरा कहना यह है कि प्लैटफार्म टिकट से तो कोई खास कर आमदनी आप को बढ़ती नहीं है। इसलिए इस के बढ़ाने से कोई फायदा नहीं है। आमदनी बढ़ाने के लिए तो कोई और जरिया आप को सोचना होगा। उस के लिए जैसा मैंने आप को कहा कि माल के यातायात को सुविधा पैदा की जाय, बिना टिकट के यात्रियों का पकड़ा जाय और लाइनों का एक दूसरे से कनेक्ट किया जाय, यही उपाय आमदनी बढ़ाने के हो सकते हैं।

इसके बाद रेल कर्मचारियों की कुछ बातें मैं कहना चाहता हूं। रेल कर्मचारियों की बहुत सी बातें अच्छी भी होती हैं जैसे कि पश्चिम रेलवे है। पश्चिम रेलवे में बहुत सी बातें और जगहों से अच्छी हैं। मैं साउथ रेलवे में और दूसरी रेलों में भी सफर करता हूं। उन में खाने पीने की सुविधा या सफाई आदि का इन्तजाम ठीक तरह नहीं होता। खाना ऐसा मिलता है कि जो खाया न जाय। दक्षिण रेलवे में मैं देखता हूं खाने की बड़ी तकलीफ होती है। खाना बहुत ही खराब मिलता है। उन से कहते हैं तो वह कहते हैं कि हम क्या करें ? यही आप के मिनिस्टिर साहब के डिपार्टमेंट की तरफ से आता है। तो उस की तरफ ध्यान दिया जाय। कहीं तो ऐसा होता है कि कई कई स्टेशन तक चले जाते हैं और गाड़ी में पानी तक नहीं होता है। किसी को पेशाब या पाखाने जाना हो तो उसमें बड़ी दिक्कत होती है। तो इस तरफ ध्यान देने की जरुरत है और खास कर के जो बड़ी लाइनें है उनमें तो इस पर जरूर ध्यान दिया जाना चाहिए।

दूसरी बात मैं यह कहना चाहूंगा कि सेंट्रल साउथ जोन एक नया जोन बनाया गया है जिस में कि मनमाड़ से लेकर दौंड तक का इलाका और शोलापुर से निचला इलाका सब उसमें डाल दिया गया है। बहुत से स्टेशन मास्टरों को ट्रांसफर कर के उस में भेज दिया गया है। अब न उन को हिन्दी आती है न मराठी आती है। इससे बड़ी दिक्कत उठानी पड़ती है और जो उन लोगों की सीनियरिटी वगैरह है उसमें भी दिक्कत पड़ रही है। इसलिए मेरा कहना यह है कि मनमाड़ से दौंड़ तक जो इलाका पहले जैसे शोलापुर डिवीजन में था वैसे ही उस को उस के साथ ही जोड़ दिया जाय ताकि उन को सुविधा हो सके।

दूसरी बात मैं कहना चाहूंगा विकाराबाद-परली लाइन के बारे में जो कि मेरे इलाके में

[श्री कांबले]

जाती है। उसमें बहुत से स्टेशनों पर प्लेट-फार्म नहीं हैं। न तो वहां कोई वेटिंग रूम हैं। छोटे-छोटे रूम जो हैं उन में 20-25 आदमी मुश्किल से बैठ सकते हैं। खास कर के उद्गीर स्टेशन का मैंने जिक्र पहले भी किया था वहां बरसात में लोगों को भीगते हुए खड़े रहना पड़ता है और धूप के दिनों में धूप में ठहरना पड़ता है। तो मैंने प्रार्थना की थी कि अगर वहां वेटिंग रूम नहीं तो कम से कम प्लैटफार्म के ऊपर एक शेड ही डाल दिया जाय ताकि शेड के नीचे तो लोग आराम से रह सकें।

आखीर में एक बात कहना चाहूंगा कि रेल कर्मचारियों के अन्दर शिड्यूल्ड कास्ट और शिड्यूल्ड ट्राइब्ज के लोग कितने हैं? किस अनुपात में उन को लिया जा रहा है यह भी देखा जाना चाहिए। फर्स्ट क्लास, सेकेंड क्लास और थर्ड क्लास में कितनी भर्ती उनकी की गई है इस को देखा जाय। मेरा ख्याल है कि वह जगहें उन की अपूर्त हैं। इसलिए मैं मंत्री महोदय से प्रार्थना करूंगा कि उसकी ओर ध्यान दें। उस को आप देखें और पूरा करने का प्रयत्न करें।

श्री प्रकाशवीर शास्त्री (हापुड़) : उपाध्यक्ष जी, रेल मंत्री से कुछ शिकायत करने के बजाय कुछ आवश्यक सुझाव देना मैं अपने सीमित समय में आवश्यक समझता हूं। मोगलसराय में पीछे श्री दीन दयाल उपाध्याय की हत्या जहां भारत सरकार के सुरक्षा मंत्रालय और गृह मंत्रालय के माथे पर एक बहुत बड़ा कलंक है वहां इस कलंक से रेल मंत्रालय भी बच नहीं सकता। रेल के इतिहास में यह इस प्रकार की वीभत्स और जघन्य घटना हुई है कि जिस के लिए रेल मंत्रालय अपने को उस से अछूता रखना भी चाहे तो नहीं रह सकता है। रेल मंत्रालय की लापरवाही और उपेक्षा-वृत्ति के कारण एक इस प्रकार के अखिल भारतीय संगठन के अध्यक्ष की हत्या हुई है। मेरा अपना निवेदन इस संबंध में इस प्रकार है कि अगर रेल मंत्री ने इस प्रकार की गाड़ियों में या इस प्रकार की बोगियां जो कुछ स्टेशनों पर हटा कर दूसरी गाड़ियों में लगती हैं उन में सुरक्षा की पूर्ण व्यवस्था ही होती तो यह दुर्घटना होने से बच सकती थी। सुरक्षा के संबंध में मैं केवल यात्रियों की ओर ही ध्यान आकृष्ट नहीं करना चाहता। मैं इस समस्या के दूसरे पहलू को भी रखना चाहता हूं। अभी कुछ दिन पहले मेरे कानों में इस प्रकार की घटना सुनने में आई कि टूंडला और कानपुर के बीच में एक माल गाड़ी के गार्ड की भी हत्या की गई। कई स्थान इस प्रकार के हैं कि जहां रात को माल गाड़ियां खड़ी रहती हैं और चोरों और डकैतों का गिरोह आकर उन को मारता है, घायल करता है। इसी प्रकार से कई स्थानों पर इस प्रकार की घटनाएं भी देखने को मिली हैं कि जहां रेलवे कर्मचारी अपने कर्त्तव्य का पालन करना चाहते हैं पर कुछ इस प्रकार के गिरोह या संगठन हैं जो बाधा डालते हैं, रेलवे मंत्रालय की ओर से पूरी सुरक्षा उन्हें नहीं मिलती और विवश हो कर फिर वह अपना हाथ खींच लेते हैं। यात्रियों की सुरक्षा जहां होनी चाहिए उसी के साथ-साथ रेल मंत्रालय इन लोगों की सुरक्षा का दायित्व भी ले। उस के लिए चाहे कुछ विशेष नियुक्ति करनी पड़े या कोई नया विभाग बनाना पड़े वह बनाया जाय। लेकिन यह अत्यन्त आवश्यक है कि जो रेल कर्मचारी अपने कर्त्तव्य का पालन कर रहे हैं उन की सुरक्षा का दायित्व रेल मंत्री लें और इस के लिए बड़ी सतर्कता के साथ कोई निर्णय लिया जाय।

दूसरी सब से बड़ी बात मैं कहना चाहता हूं कि रेलवे स्टेशनों पर जो बुकस्टाल हैं उन के संबंध में मुझे पता है कि कच्ची और नई पीढ़ी के जो युवक रेलों से यात्रा करते हैं उनके लिए कितना गन्दा और हलका साहित्य इन बुक-स्टालों पर बिकता है। इस हलके साहित्य के द्वारा जिस प्रकार नई पीढ़ी का मस्तिष्क विकृत किया जाता है पता नहीं कभी रेलवे विभाग ने इस ओर ध्यान दिया या नहीं। मैं चाहता हूं

कि इस विषय पर जरा गंभीरता से ध्यान दिया जाय। इन बुक-स्टालों पर बिकने वाला साहित्य कहीं हमारी नई पीढ़ी को उलटी दिशा और उलटे रास्ते पर तो नहीं ले जा रहा है? मुझे पहले पता है कि हमारे देश में जो बुक-स्टाल होते थे स्टेशनों पर या इन पर जो साहित्य होता था, बुक-स्टालों को अगली अवधि के लिए लाइसेंस देते समय यह शर्त रहती थी कि अगर इन की सेवा सन्तोषप्रद रहेगी तो आगे के लिए इन के लाइसेंस का रिन्युअल किया जा सकता है। अब मुझे पता चला है कि रेल मंत्रालय ने इस क्लाज को हटा दिया है। चाहे वह ए० एच० ह्वीलर हों या किसी और का बुक-स्टाल हो, मेरा कहना यह है कि अगर इन बुक स्टालों के पास इस प्रकार का साहित्य है कि जो रेल से यात्रा करने वाले चाहे नई पीढ़ी के लोग हैं या बड़ी पीढ़ी के लोग हैं, उन के लिए अच्छे साहित्य का वितरण वह करते हैं और उन की सेवा में कोई कमी नहीं है तब उन बुक-स्टालों को वहां रहने दिया जाय। उस क्लाज को हटाना यह मेरी दृष्टि में कोई उपयुक्त बात नहीं मालूम पड़ी। पिछली बार मैं ने उप-मंत्री श्री आर० एल० चतुर्वेदी से भी इस पर चर्चा की थी कि इस को देखना चाहिए।

तीसरी बात यह कि इस बार रेल मंत्री ने किराये के अन्दर कुछ वृद्धि की है। अगर किराये के साथ-साथ सुविधाओं में भी कुछ वृद्धि की होती तो उसका कुछ औचित्य ठहराया जा सकता था। लेकिन देखा यह जाता है, उपाध्यक्ष जी, हम लोग जो संसद सदस्य हैं, हमें तो अधिकांश रूप में प्रथम श्रेणी में ही यात्रा करने का अवसर मिलता है। लेकिन जो तीसरी श्रेणी के या दूसरी श्रेणी के यात्री हैं किस प्रकार उनके कम्पार्टमेंट में शौचालय की स्थिति होती है? कैसे पूरी की पूरी गाड़ी अन्धेरे में निकलती है। उस के अन्दर किसी प्रकार के भी बल्ब की व्यवस्था नहीं होती। कह दिया जाता है कि क्या करें? गाड़ी खड़ी रहती है, लोग बल्बों की चोरी कर लेते हैं, 20 साल पहले भी तो रेल मंत्रालय था, तब इतनी चोरियां क्यों नहीं होती थीं? आज यह चोरियां क्यों बढ़ रही हैं? मैं कहना चाहता हूं कि इन चोरियों में चोरों के साथ-साथ कहीं डिपार्टमेंट के लोगों का भी तो हाथ नहीं है। वह ही तो कहीं इन चोरों से मिले हुए नहीं हैं; जिस आधार पर यह सारी की सारी स्थिति बन गई है। इस बात को भी जरा आप देखें। इस के कारण सारे यात्रियों को असुविधा का सामना करना पड़ता है।

मैंने पिछली बार भी रेलवे बजट के सम्बन्ध में एक इस बात का अनुरोध किया था कि आप दिल्ली के ऊपर जनसंख्या का भार कम करने के लिए आस-पास के नगरों में चाहे वह उत्तर प्रदेश के मेरठ तक और हापुड़ तक हों या सोनीपत, पानीपत, गुड़गांव, अलवर आदि हों। जितने इस प्रकार के निकट के नगर हैं उन के लिए कुछ अधिक संख्या में तेज गाड़ियों की व्यवस्था करें। लोग अपना काम यहां कर के अपने घरों को जा सकें और अगले दिन फिर इस प्रकार की गाड़ियां उन को मिलें कि वह आफिस के समय पर यहां आ सकें। आप ने कुछ इस दिशा में काम किया तो है लेकिन तेज चलने वाली गाड़ियां केवल दिल्ली से कलकत्ते ही मत चलाइए बल्कि दिल्ली की मांग की भी पूर्ति कीजिए और उसके लिए कम से कम जो आसपास के बड़े नगर हैं वहां लोग आसानी से जा कर अपना जीवन बिता सकें इस प्रकार की व्यवस्था आप को करने की आवश्यकता है।

इसके साथ-साथ मैं इस में एक बात और सम्मिलित करना चाहता हूं। दिल्ली के पास एक बहुत बड़ा तीर्थ स्थान है, जिसका नाम गढ़ मुक्तेश्वर है, वहां पर हर अमावस्या और पूर्णिमा को काफ़ी बड़ा मेला लगता है, दिल्ली से बड़ी संख्या में लोग वहां जाते हैं। उसी तरह इधर उधर मुरादाबाद से भी लोग वहां आते हैं। इस लिये मैं चाहता हूं कि पूर्णिमा और अमावस्या के दिन इस ओर आनेवाली गाड़ियों में दो डिब्बे अतिरिक्त जोड़े जाएं और

[श्री प्रकाशवीर शास्त्री]

हर गाड़ी के वहां ब्रिज-हाल्ट पर रोकने की व्यवस्था कर दें तो इससे यात्रियों को बहुत सविधा हो जायगी ।

एक बात जो मुझे विशेष रूप से रेल मंत्री जी से कहनी है, वह है भारतीय भाषाओं के प्रयोग के बारे में । भारतीय भाषाओं के प्रयोग की जब मैं बात करता हूं तो फिर से इन शब्दों को दोहराना चाहता हूं कि मैं केवल रेल मंत्रालय में हिन्दी के प्रयोग की बात पर बल नहीं दे रहा हूं । बल्कि भारतीय भाषाओं के प्रयोग पर बल दे रहा हूं । जैसे आपके मैसूर क्षेत्र में जो गाड़ियां चलती हैं उधर रेलवे से सम्बन्धित जितना साहित्य प्रकाशित होता है, वह कन्नड़ भाषा में प्रकाशित करें मद्रास में तमिल भाषा में प्रकाशित करें । आपने कभी अनुमान लगाया है कि अंग्रेजी में प्रकाशित होने वाले साहित्य का अनुपात क्या है और भारतीय भाषाओं में प्रकाशित होने वाले साहित्य का अनुपात क्या है ? और तो और जिन बातों से आम आदमियों का सम्बन्ध नहीं है । जैसे माल गाड़ियों के डिब्बे में जिनमें सामान भरा जाना है । 20 साल के बाद भी, जब कि हम निर्णय ले चुके हैं कि भारतीय भाषाओं को प्रोत्साहन देना है, उन डिब्बों पर अंग्रेजी में लिखा जाता है । "एन० आर०" क्या उत्तर रेलवे के पर्यायवाची शब्द "उ० रे०" नहीं लिखा जा सकता ? क्या ऐसा करने से उस में कुली माल डालने से इन्कार कर देगा । जितना अधिक से अधिक इस में भारतीय भाषाओं का प्रयोग कर सकें, अपने साहित्य के द्वारा भी, जिसके द्वारा कि लोग रेलवे की सुविधाओं के प्रति आकर्षित हों या अन्य भी दूसरे ढंगों से भी भारतीय भाषाओं के प्रयोग की ओर ध्यान देना चाहिये ।

आप का बनारस में डीज़ल इन्जिन का कारखाना है । यह डीज़ल का कारखाना जब बनारस में लगने लगा—मैं रेल मंत्री जी का ध्यान उसकी ओर विशेष रूप से आकर्षित करना चाहता हूं । पहले यह हुआ कि अमरीका से पहले कुछ डीज़ल इन्जिन मंगाये गये । इन के बीच में खाली जगह होती है और ये इन्जिन लौक होकर बनारस तक आते थे । इन के अन्दर चोरी का सामान आता था और रेलवे के बड़े बड़े अधिकारियों के घर में वह सामान जाता था रेफ्रीजरेटर्स आते थे, रेडियो आते थे, ट्रांज़िस्टर्स आते थे, लाखों रुपये का सामान आता था । पता कैसे चला ? जब एक रेलवे इन्जिन का अचानक कलकत्ता में दर्वाज़ा खोला गया तो उसमें वह सामान भरा देखा गया । जब पता चला तो अगले जो इंन्जिन जा रहे थे, उन को बीच में रुकवाया गया और देखा गया कि वे भी सामान से पूरे भरे हुए थे । पता लगते लगते पता चला कि जितने भी इन्जिन अमरीका से आये, उन सब के अन्दर इस प्रकार बराबर चोरी का सामान आता रहा और रेलवे के बड़े-बड़े अधिकारियों के घर में जाता रहा । उन्होंने इस का क्या पुरस्कार दिया ! हमारे यहां डीज़ल इंजिन का जो कारखाना लगा है, यह अमरीका का रिजेक्टेड कारखाना है । जिसको अमरीका सरकार अनुपयोगी कर चुकी थी । उसको यहां पर लाया गया और यही वजह है कि जिस क्षमता से उसको कार्य करना चाहिये था, वह नहीं कर सका । पीछे इस के सम्बन्ध में जब मैंने प्रश्न पूछा कि आपने उन अधिकारियों के खिलाफ क्या कार्यवाही की जो इस प्रकार उन के साथ मिल कर देश द्रोह करते रहे । रेल मंत्री ने उत्तर दिया—हां, इस प्रकार की घटना तो हुई थी, लेकिन इस बात को आगे बढ़ाना आवश्यक नहीं समझा गया । मैं चाहता हूं कि केवल आगे बढ़ाना ही नहीं, बल्कि अगर कोई अफ़सर रिटायर भी हो चुके हैं, तो उन के खिलाफ़ कार्यवाही करनी चाहिये । जिन्होंने देश द्रोह का काम किया है, इस प्रकार से गलत कारखाना बनारस में ला कर लगाया, और देश का करोड़ों रुपया बरबाद किया, उन के खिलाफ़ अवश्य कार्यवाही होनी चाहिये, इस को यहीं समाप्त नहीं करना चाहिये, जिस को आप दबाना चाहते हैं ।

अगली बात मैं रेलवे स्टेशनों पर रेस्टोरैन्ट्स के सम्बन्ध में कहना चाहता हूं । मुझे इस कटु सत्य को कहने की, उपाध्यक्ष जी, आप मुझे अनुमति दें । जितने रेलवे की ओर से चलने वाले रेस्टोरैंट्स हैं उन का इन्तजाम बहुत खराब है, बल्कि इतना दूसरों का खराब नहीं है । रेलवे प्रशासन ने इन को इसी लिये अपने हाथ में लिया था कि इन का प्रबन्ध ठीक किया जा सकेगा । लेकिन उनकी प्यालियां, प्लेटें, थालियां और उनकी सर्विस बहुत खराब है । वह समझते हैं कि हमारे को इतना वेतन तो मिल ही जाना है । अभी पीछे कानपुर स्टेशन के रेस्टोरैंट में मेरे साथ जो घटना घटी, उसे मैं आपको बताना चाहता हूं । मैंने चेयरमैन रेलवे बोर्ड को लिखा, डिवीजनल सुप्रीन्टेन्डेंट को लिखा और रेल मंत्री जी को भी लिखा, लेकिन उस के बाद मेरे पास उत्तर आता है — हमें दुख है — पर उस उत्तर के अन्दर कोई विशेष बात नहीं थी । जैसे सामान्य घिसे-पिटे उत्तर होते हैं, उसी प्रकार का उत्तर उन्होंने मुझे भेज दिया । ऐसी हालत में मैं समझता हूं कि क्या आप जो निजी रेस्टोरांट चलाने वाले हैं, उनको कैसे प्रोत्साहन देंगे आप इस बात को सोचें ।

आखिरी दो बातें और कहना चाहता हूं । एक है रेल गार्डों के सम्बन्ध में । पिछले 20 सालों में रेलवे प्रशासन में हर विभाग में वेतन बढ़ा है, महंगाई बढ़ी है, लेकिन एक अभागा डिपार्टमेंट अगर रेलवे का है तो गार्डों का डिपार्टमेंट है । पहले हर गाड़ी में तीन-गार्ड होते थे— एक कंडक्टर गार्ड होता था, एक लगेज गार्ड होता था और एक गार्ड इन्चार्ज होता था । यह उस समय की स्थिति है जब गाड़ियों में आठ डिब्बे लगते थे । लेकिन आज जब 22 डिब्बे लगते हैं तो ट्रांसपोर्टेशन को दो विभाग कामर्शियल डिपार्टमेंट को सौंप दिये गये और अब वह बेचारा गार्ड-इन्चार्ज ही है, जिस पर 22 डिब्बों की जिम्मेदारी होती है । एक्सीडेन्ट्स की भी उसी की जिम्मेवारी है, सुरक्षा की भी उसी की जिम्मेदारी है, सारे का सारा दायित्व उस का है । जिस तरह रेलवे विभाग के दूसरे कर्मचारियों के सम्बन्ध में सोचते हैं, इस अभागे गार्ड के सम्बन्ध में भी सोचिये । रात को मालगाड़ी जंगल में खड़ी हुई है वह अपने जीवन को लिये हुए खड़ा है, पता नहीं कब मालगाड़ी के चलने के लिये सिगनल दिया जायगा । यह जो आप के रेलवे का उपेक्षित विभाग है, इसके सम्बन्ध में विचार करें ।

कई बार यहां पर चर्चा हुई है और आपने बहुत अच्छा किया—मैंने एक रिक्वैस्ट की थी कि मेरठ और गाजियाबाद के बीच में वुहाई में एक फ्लैग स्टेशन खोला जाय— आपने उस को खोलने का निर्णय किया है । लेकिन उस को थोड़ा सा चालू भी करा दीजिये । अपने निर्णय को कार्यान्वित करा दीजिये ।

लखनऊ के लिये देहरादून से मुरादाबाद हो कर जो गाड़ियां पास होती हैं, उन में रात को तीन एक्सप्रेस गाड़ियां हैं सुबह को एक मेल है, एक पैसेन्जर ट्रेन है, ये सारी की सारी रामपुर हो कर पास होती हैं । जब कि तेज गाड़ी केवल रामपुर रुकती है और वहां यात्री नहीं मिल पाते हैं । इन चार गाड़ियों में से एक गाड़ी— चाहे इलाहाबाद पैसेन्जर को चलायें या देहरादून एक्सप्रेस को चलायें । या लखनऊ मेल को चलायें —आपके रेलवे का सब से बड़ा ट्रेनिंग कालिज चन्दौसी में है, एक गाड़ी को रामपुर के बजाय चन्दौसी होते हुए बरेली पास करें यदि ऐसी व्यवस्था कर दें, तो बहुत सुविधा हो जायगी ।

मैं समझता हूं कि रेल मंत्रालय इन सुझावों पर ध्यान देगा । मैं इन को शिकायतों के रूप में आपके सामने नहीं रख रहा हूं । मैं आशा करता हूं कि आप गम्भीरता से इन पर विचार करेंगे ।

SHRI T. M. SHETH (Kutch) : Mr. Deputy-Speaker, Sir, before I begin I must thank you sincerely for giving me an opportunity to speak on the Railway Budget. I will not dilate on the points

[Shri T. M. Sheth]

which have been mentioned by many Members on either side of the House but I will only mention some of these points for the sake of emphasizing them.

About the Railway Board it has been said that it should be abolished. I would not advocate its abolition but I would point out one fact about it. Our railways are the biggest public sector undertaking in India sprawling throughout the length and breadth of India. For the last two years we are having deficit budgets. It appears that perhaps we are in for a term of deficit budgets. Possibly, it appears to me that in point of efficiency the Railway Board has reached a stage when the law of diminishing returns has set in. Therefore the Railway Minister might consider whether it is necessary to continue the Railway Board in its present form or might split it up in certain units so that the different parts may look into in different ways.

Under the railways at present there are also four or five administrations like the Chittaranjan Locomotives, Integral Coach Factory and such other things. These are public sector undertakings and it is possible that they may be run like other public sector undertakings. It is for the Railway Minister to consider whether these points have any relevance with regard to the efficiency of the railways.

The second point is with regard to the point which has been made by the Estimates Committee. The Estimates Committee's Report says that so far as the railway concessions to the gazetted railway staff and the retired railway servants are concerned, they are too extravagant. The hon. Deputy Minister has said that they are not too extravagant. However, that is the opinion of the Estimates Committee as also that was the opinion of the Second Pay Commission. The Second Pay Commission has observed that the travel privileges allowed to railway employees are conspicuously extravagant and in large part indefensible. The Estimates Committee has estimated that the amount of these concessions comes to about Rs. 18 crores. Now, some of these concessions will have to be continued. But it appears from reading this Report that a large part of this amount can be saved and, if that is possible, the deficit of the Railways will go down appreciably.

Another point which I would like to make is about the utilisation of wagons and the utilisation of locomotives. Looking to the performance of the Railways, as I find from pages 38 and 40, it appears both the utilisation of locomotives and engines since 1962 upto date has either gone down or remained stationary. Therefore, it is very necessary to see that there is proper and optimum utilisation of both locomotives and wagons. So far as my part of the country is concerned, I have always found that we are short of wagons whereas at other places there is a surplus of wagons. I would, therefore, request the hon. Minister to look into this problem also.

Then, there is the thing about the narrow gauge railways. Of course, the point has been made out and the hon. Deputy Minister has replied to it. But about this also, I would say that these narrow-gauge railways, metre-gauge railways and broadgauge railways, about these three system of railways, the Railways seem to have a very soft corner for the broad-gauge railways. Their performance, they say, is very good. It is, naturally, so because on the broad-gauge, 32 per cent of the running track is double track; on the broad-gauge, there is electrification and, on the broad-gauge, there is dieselisation and, naturally, the performance of the broad-gauge will be better than the performance of the metre-gauge where the double track is only 1.6 per cent and there is hardly one diesel track. About the narrow-gauge, of course, there cannot be any double track and there cannot be any dieselisation. Therefore, when you look at the performance of the different gauges, you have to see whether a particular gauge is given preferential treatment or not and, if that gauge is given preferential treatment, then it is bound to give better results. The Railway administration should see that all the gauges are given the same treatment. If they are given the same

treatment, I am sure, there would be equal results and the same will apply to the narrow gauge also. About the narrow-gauge, there is also one thing that they are in isolated segments and, as they are in isolated segments, the utilisation of wagons and locomotives will not be to the desired or the optimum extent. Therefore, in order that they may be viable units, it is very necessary that the Railways should either convert them into nearly metre-gauge or broad-gauge section or should so connect them that they are in any way, under utilised.

Coming to my State, so far we have asked for 20 lines in the last 20 years and there is no end to it. So far as Bhavnagar-Tarapur railway line is concerned, I think, twice or thrice the traffic survey or the engineering survey has been done. So far as Rajkot-Jasdam railway line is concerned, it is only a small link which, if constructed, will lead to better operation of the railways.

Then, I come to my constituency and, in my constituency, Kandla Zund railway line is under construction. It is only a segment of 147 miles and it will take 10 years to complete it. The first work was started sometime in 1959 and, I think, they say it will be completed in 1969. I hope it will at least be completed in 1969.

Then, there is something about the Kandla port itself. The Kandla port has been constructed with a view to relieving the congestion at the port of Bombay because Karachi was lost to India on partition of the country. Therefore, what was the hinterland of Karachi became the hinterland of Kandla and, therefore, there should be all the traffic to Kandla from that hinterland. What has the Railway done ? The Railway has reduced freight from the places near to Kandla for Bombay. I will take only one instance because there is no time at my disposal. Bhatinda is about 1,100 KMS from Kandla and about 1,600 KMS from Bombay. From Bhatinda to Bombay, the railway freight is Rs. 92 whereas from Bhatinda to Kandla, the railway freight is Rs. 101. Now, this is really very surprising. The very object of the construction of the port and the construction of the railway to that port has been much defeated. I am sure, the Railway Minister will look into this anomaly and will correct it at the earliest possible opportunity.

Now, I will speak about the extension of this Kandla-Jund line to Bhuj and Khavda. Between Bhuj and Gandhidham, the distance is only 35 miles. If this line is not extended to Bhuj, then the traffic from the metre-gauge will go to the roadways and it will be taken away by the trucks with the result that a time may come when perhaps the Railway administration may find that this line is not remunerative; not only that, but from the defence point of view, it will have to go to Khavda. That is why I would request the Railway Minister to see whether the line should be extended to Bhuj and whether it should be extended further to Khavda.

The last point is the point which I made during my speech on Kutch award, that the south-western part of Kutch is very much vulnerable. Therefore, it is very necessary that the railway connection should be extended to that portion. A railway line from Adipur to Mundra and Mundra to Mandvi and Koteswar is very necessary. It is necessary not only from the point of view of defence but also from the point of view of traffic. It will have enough traffic. There are so salt works producing 2 to 3 lakh tonnes, there are bouxide deposits, there are lignite deposits, there are deposits of clays and lime-stone. I would request the Railway Minister to consider this.

Before I conclude, I will request him about one Station, Madhapur. We have a Station there which was working for 50 years, and that has now been converted into a flag station. I would request him to restore the *status quo ante*.

THE MINISTER OF RAILWAYS (SHRI C. M. POONACHA) : Mr. Deputy-Speaker, Sir, I thank the hon. members of this august House for having bestowed careful considerations on the proposals that I have submitted to this House on the 19th of last month.

Before coming to the various points that have been specifically mentioned by

[Shri C. M. Poonacha]

the hon. members, I would deal with some broad subjects concerning the railway administration in general.

Mention has been made very pointedly with regard to the finances of the Railway Board. I had in my speech referred to the railway finances and observed that the railway finances were quite sound. Members have doubted this statement of mine. I still maintain that, so far as the working of the railways is concerned, on revenue expenditure and revenue earnings, the finances are quite sound and they are in some respects looking up and we have been able to meet all our obligations, obligations in the sense that we have met our revenue expenses fully from out of our own earnings and also the commitments; by commitments I mean the interest obligations to the General Revenues by way of payment of dividend. Here I had mentioned in my speech that the commitment on the railways in respect of payment of dividend increases at the rate of Rs. 10 crores per annum. Last year, that is, during 1966-67 we contributed Rs. 132 crores to the general exchequer. During the current year we have contributed Rs. 141 to 142 crores. Next year, the budget commitment is Rs. 152 crores. Progressively it is increasing at the rate of Rs. 10 crores per annum. This is a fixed commitment. This is because of the fact that the development programmes which we have tried to moderate and limit to the essential requirements are still at the rate of about Rs. 150 crores on which we have to pay interest charges at the enhanced rate of 6 per cent. 6 per cent on Rs. 150 crores would come to about Rs. 9 to 10 crores. So, this fixed commitment charged on the railway finances as payment to the general revenues is increasing at the rate of Rs. 10 crores per annum.

I would again refer to the point that the annual increment element, so far as the staff is concerned, is going up at the rate of Rs. 5 crores. The question may be asked how this is happening. We have implemented the Pay Commission's recommendations. But the position has not yet stabilised itself. In the normal pattern of working, the outgo, that is, the number of persons retiring annually more or less should adjust in a way with the number of persons coming in. But that has not happened yet in the railways.

SHRI NAMBIAR (Tiruchirappalli) : There is no man coming in because there is no recruitment.

SHRI C. M. POONACHA : That is true. So, this element of the annual increment charged on the Railway revenues is mounting up at the rate of Rs. 5 crores per annum. So, Rs. 15 crores per annum has become in the recent past an annual feature, a commitment which could just not be avoided.

If anybody were to ask why we are running into a deficit of Rs. 27 crores, Rs. 15 crores out of Rs. 27 crores is explained fully, and perhaps for some time to come, the fixed rate of increase is likely to be there so far as....

श्री जार्ज फरनेन्डीज (बम्बई दक्षिण): मंत्री महोदय का यह कहना कि 150 करोड़ विकास कार्यों में लगता है जिस पर कि आप को 10 करोड़ ब्याज़ ज्यादा देना पड़ता है तो मेरा कहना है कि वह 150 करोड़ रुपये की ज्यादा कमाई भी तो होती है इसलिए यह कहना कि हमें सिर्फ घाटा ही है यह ठीक नहीं है।

SHRI C. M. POONACHA : My hon. friend may exercise a little patience, because I am just coming to that point. I have started from the expenditure side. This is the position so far as the expenditure side is concerned.

Over and above that, according to the Convention Committee's recommendations which have been duly accepted by this House, we are to set apart Rs. 16 crores as payment to the State Governments in lieu of passenger tax. We have to contribute to the Pension Fund also because the railway workmen are all on the pension scheme and we have got to make provision for payment of pensions. This is at the rate of about Rs. 13 to 14 crores, but during this year I am limiting it to about Rs. 10 crores, be-

cause the outgo has been less. These and other fixed charges have placed a heavier strain on the railway finances. This accounts for the additional increase in expenditure or the working cost and is not due to any element of extravagance so far as the railway working is concerned. (*Interruptions*) I have got only half an hour at my disposal and I have to meet some important points that hon. Members have raised in the course of the debate.

So far as staff is concerned, I would like to mention this particularly to Shri Nambiar. Railway labour is considered as Government employees, though under the Industrial Disputes Act they are workmen. At the same time, they are Central Government employees. Whenever a pay Commission is established, they go into these all connected matters and make recommendations and all that is applicable to our railway workmen fully. But as far as my knowledge goes, I am subject to correction, the railwaymen elsewhere, are wage-earners and they earn wages, and there is no pension scheme and annual increment, but they have a wage in regard to which the unions concerned conduct negotiations periodically and arrive at a settlement once in five years or once in three years, and in that way whatever adjustments have got to be made are made by negotiations periodically. But in the Railways it is a regular salary. They are essentially government employees in every sense of the term, on the time-scale, with retirement benefits. My hon. friend was referring to the incidence of TB among railway workmen. I will come to that.

I might mention here that very soon, probably in about 15-20 years, we will have as many retired railwaymen as there are serving railwaymen. If we have 13 lakh serving railwaymen, we may have 13 lakh retired railwaymen.

SHRI NAMBIAR : No.

SHRI C. M. POONACHA : We will reach that stage—we are progressing at that rate. I am only making a sort of broad surmise. It would not be a wonder if such a stage is reached !

Therefore, I was saying that the building up of the pension fund is a must. Already we have a pension reserve fund of about Rs. 53 crores or so. That has got to be built up and on that, no economy can ever be envisaged. Temporarily we might make some adjustment, but there cannot be a cut or stoppage or a limitation. There will have to be regular contribution and this fund will have to be built up in due course of time because we will have a very large number of retired railway personnel in this country. Hence that also comes as a fixed charge.

SHRI NAMBIAR : The bonus portion is saved. That is there. So it is wrong economy to say so.

SHRI C. M. POONACHA : Certainly not, because this is a statutory provision, a security which, may I say proudly, is available here only, not in other countries.

श्री जार्ज फरनेन्डीज : पेंशन के लिए माननीय मंत्री बिलकुल गलत कह रहें हैं । पैंशन और मुल्कों में भी मिलती है ।

SHRI C. M. POONACHA : So far as earnings are concerned, it is true we have reached a sort of plateau in respect of goods traffic. We had a substantial increase in this traffic, but after a spell of time we have reached a plateau where the line is running straight; we are not making any progress. In passenger traffic, there is an increase in earnings of 3½ per cent. Passenger traffic is increasing while goods traffic is a steady line.

SHRI PILOO MODY (Godhra) : Why ?

SHRI C. M. POONACHA : Because there is a recession, because the overall economy is not looking up at the moment. There is a little sluggishness affecting the earnings of the railways in general.

For the profitable working of railways, or any transport system for that matter, two things are absolutely necessary. One is the normal law and order situation. Without that the aperations of the railways could be very much

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hampered. The second is a healthy and buoyant economy. These two things alone can keep the railways or any other industrial or commercial concern in proper form and trim. Whenever we have some difficulties, there would be an immediate reflection in our working, particularly the working of a transport concern like that of the railways.

SHRI S. KUNDU : Goods traffic by trucks has increased. Can you explain that ?

SHRI C. M. POONACHA : I have made some studies. It is said generally that we are losing traffic to the roadways. My colleague, Dr. V. K. R. V. Rao is here. I had also the privilege of working in that ministry a year ago. The development of the roadways in this country is progressing very satisfactorily. The State Governments have their own programmes, the Central Government have their own programmes, and State highways, national highways and village communications are developing all over the State areas and also under the direct assistance and supervision of the Central Government. The production of trucks and vehicles also is going up. The latest figure that I have with me shows that the capacity to produce trucks in this country has reached the figure of 48,000, but actual production is about 36-37,000 chassis or vehicles.

SHRI S. KUNDU : How many more wagons have been built ?

SHRI C. M. POONACHA : Buses and trucks compete with the railways, and they should as a matter of fact, because this is a service that we give to the commumity as a whole. It is not that we should sacrifice the roadways for the benefit of the railways, nor the railways for the benefit of the roadways. Both transport facilities will have to be made available to the common man, and the efficiency of the service will have to be improved so that greater facilities could be provided to the common man and he should choose whichever mode of tranport he requires either for transporting goods or passenger traffic. The number of buses during the past 15 years has increased from 56,000 to 74,000 registered in the whole country, and from 167,000 to 264,000 in the case of trucks. This is also a sector of our economy, and it has also a distinct role to play in helping the movement of passengers as well as goods traffic. Therefore, we should not feel unhappy if better facilities are placed at the disposal of the common man. If we can serve both through the railways and the roadways, one should feel happy about it, and it is the nation's capital or money that has gone into the creation of this capacity. But the point is whether there should be unfair competition, whether there should not be co-ordination.

For this we have the Tarlok Committee report. The Planning Commission had constituted a high power committee with Mr. Tarlok Singh as the Chairman. Their report is now with the Government of India. They have made specific recommendations as to how we should achieve this rail-road transport co-ordination. That is being now studied in all its details, and then certain actions will follow. One of the recommendations has been that in sectors where we are continuously losing, where we have also the road transport facility, it should be a point for examination whether both should continue there, whether the railways or the roadways cannot take over the volume of traffic moving in that particular sector. It is from this point of view that we make studies. The question of closing some of the small branch lines was taken up as a special study after the recommendations of this committee, and the Railways are in correspondence with the State Governments, and after a careful consideration of all these things we shall come to some conclusions. We shall not take any hasty decisions. Only after satisfying ourselves that there is a case for closing or dismantling the lines—we may take a view—this would be done.

The increase in passenger traffic is a problem because the number is very much in excess of the facilities we have. There is a definite urge for everyone to take to the cheapest mode of travel. This quite often results in overcrowding in the trains. We see everywhere that even on a push bicycle, instead of one,

two or three persons riding. It is not for pleasure they do so. There is the urge to use a cheap mode of conveyance and the need to reach a destination as quickly as possible. In scooters, instead of one you will find two persons riding. It is not for fun. They do so inspite of the great inconvenience to them. There is overcrowding in all the cheap means of transports we have in the country. Therefore, there is overcrowding in trains also and it has become acute. We are constantly endeavouring to see how we can solve this problem.

Coming to the metropolitan cities the problem is much more acute. The growth of suburban traffic is at the rate of ten per cent per year and at this rate I do not know how soon the facility that we have will get completely choked. The number of originating passengers in Calcutta—suburban traffic—has gone up from 13 crores per year in 1955-56 to 25 crores in 1966-67. In Bombay the figure has gone up from 32 crores to 72 crores. This phenomenal increase in the number of originating passengers, in suburban travelling, has had a terrible strain on the railways. It is almost a national problem. We have got to find a solution. Some palliatives here and there would provide only marginal solutions and there will have to be long-term solutions. According to me, only underground railway system would be the answer. Nothing short of it would meet the needs. But that means heavy capital investment. This is a point which we are taking up with the Planning Commission and I have asked the Railway Board to make special studies about it. This has got to be taken up as a central project to provide facilities to the metropolitan cities starting with Calcutta and Bombay and later in Madras and other cities also... (*Interruption*).

My hon. friend raised the point about the incident that took place at Malad. Some other Members referred to it and said that railways had been the cause for such things all along; they were the greatest culprits and as such it was right for some people to burn the coaches. I am very, very sorry for this. Such a thing is not going to solve the problem. Even a marginal improvement by quadrupling the line, by putting in nine coaches instead of six, is only a marginal palliative for the time being. But a long-term solution will have be found for this, because the class of people that work belong to the fixed-income salary group. They are workers; the housing problem is very acute and they will have to stay in distant, far-away places and come to the work-spot and get back. Therefore, this minimum facility will have to be provided for. This is a responsibility of the Government, the local authority, and the State Government. So, this is a matter which will have to be considered at the highest level. We are taking up this matter with the Planning Commission and I am sure some attempts will be made to find a long-term solution to this problem which could not be solved by small, minor adjustments here and there.

Now, for the efficient functioning of the railway system, whether here or anywhere in the world, two essential requirements are necessary; first, we should have the law and order situation under control and a peaceful atmosphere for the free operation of the railways and secondly, there should also be sufficient economic activity which would generate the traffic that is needed for the railways in general. Whenever there is some difficulty in one sector or the other, that would certainly get reflected so far as the railways, the main transport industry in this country, are concerned. And that has been the reason why we have not been able to realise the traffic that we have anticipated. We anticipated a traffic of 8½ million tonnes this year and that has not materialised. We are still hoping next year—I have made a very conservative estimate—to get about 7 million tonnes additional traffic. I am hopeful of realising the target and making my earnings meet the expenditure.

SHRI S. KUNDU: By 1971 you are going to lose 25 per cent of highrated goods traffic. Please make a note of that.

SHRI C. M. POONACHA: This is an opinion which is often given expression to without making any serious study

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about it. I have also been looking into the other sector, and I have had discussion with the Indian Federation of Transport Operators some time back. They also tell me that they are not having sufficient traffic nowadays; the traffic is definitely falling down and we are only sharing the limited traffic that is available. It is not as if everything has switched over to the roadways and that the roadways are having planty of traffic. On the other hand, they are also in a difficult situation and they are not getting enough traffic. This is indicated by the fact that the increase of trucks is at a low rate. It was at the rate of 10,000 to 18,000 per annum, but during last year, from 2,59,000, it has gone up to 2,64,000, an all-India increase of 5,000 trucks only. This itself indicates how the traffic trend is moving. It is very easy to say. May be class-wise: some high-rated goods might go there and some long-distance goods traffic only is carried by the railways. This kind of switch-over might take place, but I am quite clear in my mind that due to the sluggishness in the economy in the country there has been a low rate of growth of traffic available both for the roadways and the railways.

I now come to the point about certain amenities and services so far as the staff are concerned. Reference was made that the railway labour is not well looked after. It is true that some Members have referred to the difficulties experienced by certain categories of railway workmen. I am coming to that later. But generally speaking the amount that we are spending on staff welfare measures is quite substantial. Out of the expenditure of Rs. 614 crores that I have presented to the hon. House, Rs. 24 crores relate to staff amenity and benefits. They are: medical services, Rs. 9.64 crores; health and welfare, Rs. 6.63 crores. That means, on both medical and health facilities we are spending as much as Rs. 16.27 crores. Education and other training facilities that we provide for our staff are costing us Rs. 6.37 crores. Canteens and other staff amenities—Rs. 0.94 crores; On the works side, staff quarters Rs. 6.59 crores and staff amenities Rs. 3.16 crores, making a total of Rs. 31.33 crores for the budget year. That shows that the railways have been making a substantial provision for staff amenities.

I claim that the railwaymen have good medical facilities and public health amenities, which are not available to other classes of workmen serving under similar conditions.

SHRI NAMBIAR: There are 14 lakhs of employees and if you calculate, it comes to just Rs. 7 per head per month.

SHRI S. KUNDU: Medical facilities largely go to the officers and not to the poor workers...

MR. DEPUTY-SPEAKER: I have told you, Mr. Kundu, many times. The minister is not yielding. No more interruptions.

SHRI C. M. POONACHA: Reference was made that we have as many as 6,300 or 6,400 officers. The House should bear in mind that 2,300 of them are medical officers of which about 1,600 are Gazetted. Reference was made to increase in TB incidence. I have got some figures. Detection of TB cases so far as railwaymen are concerned has been intensified. Because of the systematic examination and clinical tests, more numbers have been detected. Otherwise, these people would have continued to suffer without knowing that they have had an attack of TB. We have 67 chest clinics in the Indian Railways. We have 1.046 TB beds in our hospitals. We have also reserved 788 beds with various other institutions. As such, we are making adequate provision to treat the suspected TB patients and substantial expenditure is incurred on this account also. While a workman is undergoing treatment, his family is paid something from the staff benefit fund, so that his family may not suffer because the earning member has entered the hospital for long-term treatment.

Mention was made about social services and a suggestion was made that the railways should function more as a social services organisation than work on strict commercial lines. These two things are incompatible. Either we work

purely as a commercial organisation and account ourselves for strict commercial disciplines—that is one thing.

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On the other hand, if this should be a social service organisation rendering social service to everyone, that is also acceptable provided the House can agree to such a suggestion. But, all the same, the community will have to bear the burden. It is not as if, if you make the Railways a social service organisation it will be all gratis and the expenses will be met from somewhere unknown. What will hapen? Supposing we extend the social service facilities to a large number of people, that part of the expenditure will have to be met from out of the central exchequer; otherwise it should work strictly on commercial lines and all this extra expenditure, whatever they may be, will have to be met from out of the railways' earnings. The Railways also earn substantial sums of money to pay for the development work which we are doing besides our paying Rs. 141 crores to Rs. 151 crores towards dividend. We are also providing Rs. 100 crores towards the depreciation fund reserve. Therefore, both put together Rs. 250 crores are being paid from out of the railways' earnings. This is really a fact which hon. Members should kindly consider and find out whether the Railways have been doing well or the Railways have been mismanaged all over.

AN HON. MEMBER: It is coming from the passengers' pockets.

SHRI C. M. POONACHA: That is true and that is why my hon. friend there said that it should be on commercial lines.

Coming to the passengers' pockets, there also I have made some comparison. I have got some figures here to satisfy my hon. friend. It is said that this increase of five paise on every ticket up to Rs. 5 is a very heavy burden. I have gone into the whole matter. Here are the figures available with me. So far as minimum bus fare is concerned in all the States, the minimum bus fare per ticket, whatever may be the journey, in Andhra is 30 paise, in Bihar 25 paise, in Gujarat 25 paise....

SHRI THIRUMALA RAO (Kakinada): Is it for urban transportation or rural?

SHRI C. M. POONACHA: Rural, in the case of urban transportation it is less.. In the case of commuter traffic, Railways charge only for seven journeys and not 26 journeys, which comes to one-third, if you compare it with urban bus fare, the comparison is all in favour of the Railways. Ours is much cheaper. I was giv ng the figures of minimum bus fare. In Madhya Pradesh it is 25 paise, Maharashtra 21 paise, Mysore 30 paise, Orissa 18 paise, Punjab-Haryana 20 paise, Uttar Pradesh 24 paise and West Bengal 25 paise.

SHRI S. KANDAPPAN: What about Madras and Kerala?

SHRI C. M. POONACHA: Kerala has got three rates. Kerala's rates are interesting. They have three services—passenger, express and de luxe and the rates are 40 paise, 50 paise and one rupee respectively.

SHRI P. VISWAMBHARAN (Trivandrum): The minimum bus fare in Kerala is 10 paise by the ordinary bus.

SHRI C. M. POONACHA: I have the figures here. It is not as if the hon. Member is educating me on this point. So far as their suburban city travel is concerned it is ten paise. I have not brought in the city here.

So far as the per kilometre has charge is concerned, in Andhra it is 3.12 paise, Bihar 3.75 paise, Gujarat 3.35 paise, Kerala 3 paise, Madhya Pradesh 3.2 paise, Maharashtra 3.66 paise, Mysore 3.33 paise, Orissa 3.50 paise, Rajasthan 3 paise, Uttar Pradesh 3.45 paise, West Bengal 3.75 paise and Madras 2.50 paise which they have raised to 3 paise only recently.

SHRI S. KANDAPPAN: To help you.

SHRI C. M. POONACHA: May be. Let us work out the railway per kilometre fare and it works out to less than

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2.5 paise. So, this argument of raising fares at the expense of the passengers is not applicable to the railways, but it is applicable to the other sector. Therefore, the attempted increase by way of surcharge of 5 paise is not a burden. In fact, it is a very modest increase to meet the most essential charges and the commitments of the railways, because the railways will have to find their revenues, so far as working expenses are concerned and here are figures to show that what we have done is very much less as compared to the bus fare rates, kilometre-wise and minimum fare-wise.

SHRI S. KUNDU : The bus offers a seat to every person who buys a ticket. Will you promise to offer a seat in the railways to every person who buys a ticket? You cannot. So, why give this analogy?

SHRI C. M. POONACHA : Now I come to some of the points raised by hon. Members. I am coming to one very important point which was mentioned by most of the hon. Members, and it is about problems relating to labour management. In the railways it is a very big problem, particularly the welfare, care and the management of labour.

We have two recognised federations and we have the Permanent Negotiating Machinery both at the railway level as well as the Board level, all-India level. We periodically meet and discuss every matter connected with the problems and disputes of labour. Apart from that, we have a number of other unions also. For example, there is the All India Station Masters and Assistant Station Masters' Association, the All India Railway Commercial Clerks' Association, All India Guards' Council, the All India Railway Accounts Staff Association, All India Signal and Telecommunication Staff Association, All India Railway Ministerial Staff Association, All India Railway Stenographers' Association, Permanent Way Inspectors' Association, Southern Railway Firemen's Council, Southern Railway Medical Officers' Association and many other similar associations. Because of such a large number of associations, solving problems becomes difficult. For example, hon. Members rightly represent to me, write to me or give me memoranda. Whenever I receive such memoranda or representations. I give my careful thought to them, examine them and I try to do my very best to meet the demands. But, whatever the individual associations, sectional associations might represent, while they could be examined, we cannot by-pass the Permanent Negotiating Machinery, because once we try to do that the entire trade union administration based on sound and organised unions will go out. Therefore, we are trying our best to carry out whatever suggestions are received, within our limitations. There has been a complaint that some Members have given me some memoranda and for 8 months or so they have not received replies. The short answer to that is that they have been fully examined, but they have got to go before the machinery that has been duly constituted for the purpose and through them alone we could take final decision and this, I am sure, the House will appreciate and will support us in this. I would go further. I would very much wish to have only one union so that our discussions, our negotiations, could be more purposeful, more fruitful and more expedient.

But at the moment we are not having one union; for that matter, we have two unions. We try to understand the points of view of both the unions. We have the very best relations with them and we will continue to pursue the same policy. But I must say here that it would be difficult for us to give recognition to all the various unions individually, in which case the broad base of the PNM will be knocked out at the very bottom. We do not want to encourage such a thing and, I am sure, hon. Members will help us to continue our recognised trade union negotiations and to resort to the machineries that have been constituted. At the national level we have the JCM also.

SHRI NAMBIAR : There must be a principle, a formula, for recognition.

SHRI C. M. POONACHA : You can discuss and decide that formula. Speak-

ing on behalf of the Railway Board, I think, we should adhere to this practical method and the correct way of dealing with recognised unions and not with all the unions that might come up from time to time...... (*Interruption*)

Mention was made about the wagon utilisation and the engine utilisation ratio. I agree with my hon. friends. There is no secret about it. Since we have carried less traffic this year our wagon utilisation ratio has slightly come down. But, all the same, it is a big drop. The wagon utilisation and engine utilisation ratio has not drastically come down. But it has marginally shown a fluctuation in relation to the drop in traffic that we had. We did not have much of traffic last year.

Mention was also made about the private railways which we are examining. All these privately owned small branch line sections are still under a contract for a period of time and as and when the agreement period is over we would examine it. In very many cases we have taken them over. Last year, I think, in the eastern sector we took over working of two lines. As and when they are due, we will look into the matter and we will take a decision. It is our policy that progressively we should eliminate all these privately owned railways and it should be under one management.

My hon. friend from Madras referred to a circular which perhaps has stipulated the requirement of a minimum knowledge of an Indian language for being confirmed in the railway service. He even went to the extent of saying that I have a sort of sadist attitude in this matter and that though I am coming from the South I am trying to force Hindi down the throats of unwilling officers.

AN HON. MEMBER : That is a fact.

SHRI C. M. POONACHA : That is not a fact.

My hon. friend comes from a constituency which Shri Annadurai vacated because he was made the Chief Minister there. I expected that my hon. friend, Shri Maran, in all respect, would also equal himself in his utterances, behaviour and performance to that of Shri Annadurai. But the way he has let himself to free language in a sort of unrestricted way of speaking pained me. All the same, I have no quarrel.

This circular is not a new innovation. It has been there since 1946. This is only a stipulation for the all India services to learn an Indian language.

SHRI S. KANDAPPAN : Even if it is there for ages, you should not justify it on the ground that it was there for ages. You do not know how much the people there are agitated over this.... (*Interruption*).

SHRI C. M. POONACHA : I know. I can meet you on this point wholly and fully satisfy you provided you do not interrupt me.

This is not a new thing. The all-India service has its own commitments and requirements. This cannot be escaped now. I come from Mysore and if I refuse to learn a language, I will circulate in the Mysore area only; that is all; I cannot go to Chittaranjan or to Punjab, because in the railways when a senior officer is confirmed he has got to go all over the country. I do not want to place myself at a disadvantage and put a handicap on myself while you may prefer to do so, choose to do so, and remain where you are. That is a different matter; that is your choice. But coming to the services as such....

SHRI S. KANDAPPAN : Wherever he is working, he can have a working knowledge. That is different. I can appreciate that. If he is posted at a particular place, he should have a working knowledge of the language prevailing there.

SHRI C. M. POONACHA : That is the very thing I am explaining to you. Mr. Madhavan, the present Law Minister of Madras came and met me, had half-an-hour discussion a few days back. I showed him the file. Mr. Avinashilingam Chettiar who was once the Education Minister and was an hon. Member of this House as well as the other

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House had written to Mr. S. K. Patil raising the very subject. In 1965, three years ago, Mr. S. K. Patil had given the reply and Mr. Avinashilingam Chettiar was fully satisfied because the minimum stipulation was of elementary standard, that is, Praveen examination. Some friends came and represented to me that this, Praveen examination is equivalent to M. A. standard. Nothing of that sort. If people confuse themselves and put wrong ideas, our students will get all the more confused. Let us try to understand what is Praveen examination, what is the standard. It is simple higher elementary standard which has been prescribed as a working knowledge. If there is anything above that, I am prepared to correct such an invidious handicap that might have been placed on some friends anywhere in the country.

SHRI S. KANDAPPAN : Nothing should be demanded at the time of recruitment. After recruitment, you may ask them to have a working knowledge wherever they are working. I can appreciate that. But there should not be anything at the time of recruitment. This goes against the declared policy of the Government.

SHRI C. M. POONACHA : The recruitment rules prescribe certain qualifications. After recruitment, he is on probation, and on probation he is to equip himself with the knowledge for the job he will be holding. At the same time, he is to acquire the minimum elementary knowledge of an Indian language. Well, it is for that purpose he is put on probation. He is not burdened with heavy routine work. He is given the minimum training and a facility at Government expense to learn a language. If I do not want to conform to that, it is my fault and it would be to my disadvantage. Therefore, this circular to which a reference has been made has not been inspired by me.

SHRI S. M. JOSHI (Poona): Will that be obligatory on the people who speak Hindi as the mother-tongue ?

SHRI C. M. POONACHA : Everyone.

AN HON. MEMBER : What language ?

SHRI C. M. POONACHA : About the recruitment of officers, so far as the Railways are concerned, is done by the U.P.S.C. That is not with me, not with the Railway Board. The Railway Board does not recruit any officer. The recruitment of officers' class is through the Public Service Commission. They will perhaps now look into the matter. Any alteration or any modification to the existing circular would, certainly, be considered by them. To accuse the Railway Board and the Minister is not fair. This is the point I wanted to make on that.

Then, Shri Prakash Vir Shastri made some reference to the smuggling of goods by senior officers when we were importing complete diesel sets from America. This is a fact. There were about 18 officers and other officials involved and the matter as taken up by the Customs authorities. Most of them have been punished under the Sea Customs Act and some fines have been imposed. In some respects, that material has been taken over. Apart from that, the Central Board of Investigation also conducted an inquiry and they submitted a report to the Central Vigilance Commission. The Central Vigilance Commission having gone into each and every case has recommended to us that no further action is necessary.

SHRI S. KANDAPPAN : You are going to promote them probably ! (*Interruptions*)

SHRI C. M. POONACHA : I am to give you the information. I am to explain the position. When the Central Vigilance Commission, an authority which in all fairness, we know, does the correct thing and goes into every case in detail with the greatest care, when they have gone into these and they are satisfied that the action taken and the punishment awarded to each one of the officers has been adequate, there the matter rests. I have nothing more to say...... (*Interruptions*)

श्री जार्ज फरनेंडीज : सेंट्रल विजिलेंस कमीशन की रिपोर्ट को तत्काल सदन-पटल पर रखना चाहिए ।

SHRI S. KUNDU : The very fact that the officers were found guilty under the Sea Customs Act proves that it is an act of misconduct. How can the Vigilance Commission waive it? The Vigilance Commission cannot have the status of a High Court or Supreme Court. Let the report come.... (*Interruptions*)

MR. DEPUTY-SPEAKER : Order. order. Let him finish.

SHRI C. M. POONACHA : I have dealt with the broad points connected with the debate that we had. There are other points also of individual railways and individual cases which will be coming up before us when we take up the Demands. I will certainly take the opportunity to deal with each of those individual cases at the time when we come before you with the Demands for Grants. With these words, I thank the House and you, Sir, once again for the consideration extended to the Railway Budget.... (*Interruptions*).

In conclusion. I want to make a reference to two points. Mention has been made that the rate that I am proposing to levy for the sleeper berth is very heavy and that particularly for the long-distance travellers, it would be a definite hardship. I am conscious of this fact. I am looking into this matter and when we come to the Demands and to the final passing of the Grants, I propose to show a substantial concession in this regard.

The second point is this. There was also a reference to certain concessions which have been withdrawn so far as artistes, nurses and some other categories of railway travellers are concerned. I am looking into this matter again and I will see whether I cannot relax those restrictions and continue the same concessions as have hitherto been available to them.

MR. DEPUTY-SPEAKER : The House stands adjourned to meet again tomorrow at 11 A.m.

18.23 HRS.

The Lok Sabha then adjourned till Eleven of the Clock on ***Wednesday****, March* 6, 1968/*Phalguna* **16, 1889** (*Saka*).

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